



Transportation Improvement Board
March 26-27, 2009 – Bellingham, Washington
Location: Lakeway Inn & Conference Center
714 Lakeway Drive
Bellingham, WA 98229
360-671-1011

March 26, 2009
WORK SESSION AGENDA

WORK SESSION			Page
1:30 pm	A. Project Updates from Local Agencies	Greg Armstrong	
	1. City of Bellingham: Waterfront project		
	2. Skagit County: Anderson-LaVenture		
	3. WSDOT: Border Crossing		
	4. Whatcom Council of Governments		
	<i>Project & Program Issues</i>		
2:30 pm	B. Redmond/Kirkland RJT Request: SR-908	Greg Armstrong	1
2:45 pm	C. Revenue Forecast & Program Impacts	Steve Gorcester	
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	a. Whatcom County		
	b. Snoqualmie		
	c. Port of Seattle		
	2. Federal Match		97
	3. November 2009 Program Call		99
	<i>General Matters</i>		
4:45 pm	E. Bylaw Revisions	Rhonda Reinke	100

Dinner on your own



Transportation Improvement Board
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March 27, 2009 – 9:00 am
BOARD AGENDA

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1.	CALL TO ORDER	Chair Burbidge
2.	GENERAL MATTERS	
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B.	Communications	Steve Gorcester
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2.	Bainbridge Council OKs loan and contract (2 articles) – <i>Kitsap Sun</i>	20
3.	Letters to the Board RE Winslow Way	25
4.	Govs look to shape energy, transportation – <i>Stateline.org</i>	30
5.	Wash. Leg. Unveils \$340M highway stimulus plan – <i>The Olympian</i>	32
6.	State picks 35 projects to get stimulus funds – <i>Daily Journal of Commerce</i>	34
7.	2009 Top 25 Technology Leaders– <i>Government Technology</i>	38
8.	Federal highway stimulus plan OK'd – <i>The Seattle Times</i>	41
9.	New street to change look of riverfront (2 articles) – <i>Wenatchee World</i>	43
3.	NON-ACTION ITEMS	
A.	Chair's Report to the Board	Chair Burbidge
B.	Executive Director's Report	Steve Gorcester
C.	Financial Report	Theresa Anderson
D.	Project Activity Report (1/1/09-2/28/09)	Greg Armstrong 47
4.	ACTION ITEMS	
A.	Project Cut List	Steve Gorcester 52
B.	Federal Match Suspension	Greg Armstrong 97
C.	November 2009 Program Call	Steve Gorcester 99
D.	Bylaw Revisions	Rhonda Reinke 100
5.	FUTURE MEETINGS	
	June 25-26 – Spokane (Downtown Spokane Oxford Suites)	
	September 24-25 – Yakima (Red Lion Hotel & Conference Center)	
	November 19-20 – Bremerton (Kitsap Conference Center)	
6.	ADJOURNMENT	



State of Washington
Transportation Improvement Board

RJT Request – SR-908
City of Kirkland / City of Redmond
March 26, 2009

BACKGROUND

The cities of Redmond and Kirkland are jointly requesting the transfer of SR-908 from WSDOT, a portion of which is in the City of Redmond and a portion in the City of Kirkland. SR-908 begins at I-405 and extends 3.14 miles east to intersect SR-202. Approximately 1 mile of SR-908 lies within the city limits of Kirkland and approximately 2.4 miles of SR-908 (signed by the City of Redmond as NE Redmond Way) lies within the city limits of Redmond.

Originally SR-908 extended west of I-405 through downtown Kirkland and then south along Lake Washington to intersect SR-520. The portion west of I-405 transferred from WSDOT to the City of Kirkland on April 1, 1992, resulting in the residual piece.

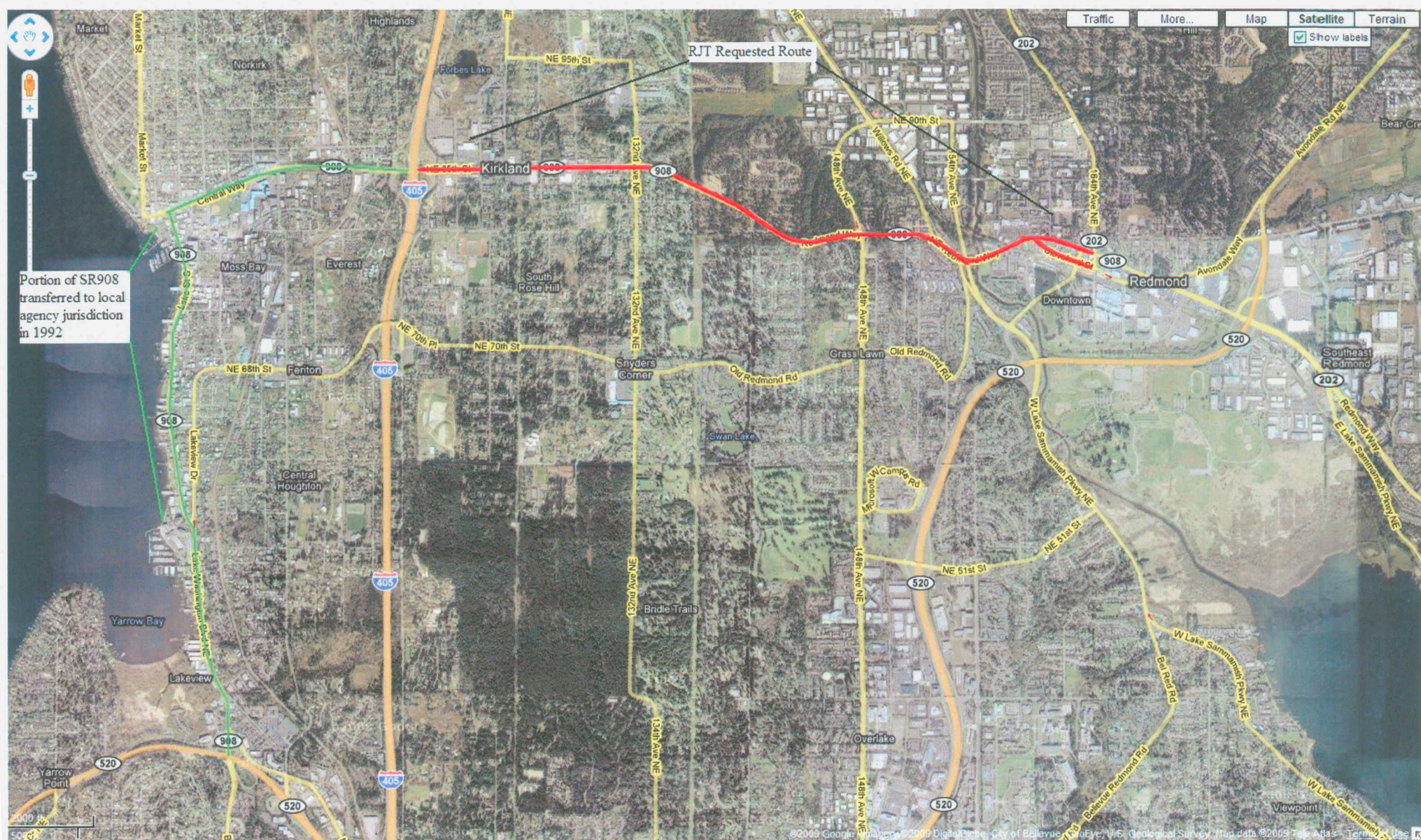
Currently, SR-908 is classified urban principal arterial with four lanes and a center turn lane through most of the route. A small portion of SR-908 from MP 6.36 to MP 6.66 at the intersection of SR-202 is a one-way couplet. The speed limit for most of the route varies from 35 to 40 MPH with a short section at the east end that is 30 MPH. There is one bridge along the route at MP 6.09 that crosses the Sammamish River. There is one BNSF railroad over-crossing at MP 6.24. SR-908 is classified as managed access, which essentially gives any adjacent property owners direct access to the highway. Redmond and Kirkland are the permitting authority for this direct access along the route because it lies within their city limits.

STATUS

The SR-908 corridor has evolved since its creation in 1971 from a primary highway connecting two distinct cities into a highly urbanized corridor that functions as a local arterial rather than a state highway. There are many local businesses along the route and the cities have a common desire to change the character of SR-908 into a more community focused, multi-modal, pedestrian-oriented roadway that coincides with their long term transportation plans.

RECOMMENDATION

No action is needed at this time. Staff will draft an analysis for presentation at the June Board meeting. (This action may move to the Washington State Transportation Commission upon passage of Senate Bill 5028.)





January 26, 2009

RECEIVED

JAN 23 2009

TIB

Mr. Stevan Gorcester
Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, Washington 98504-0901

Re. Request Route Jurisdiction Transfer of State Route 908 from WSDOT to the
Cities of Redmond and Kirkland

Dear Mr. Gorcester:

The cities of Redmond and Kirkland are requesting the jurisdiction and responsibility for the remaining portion of SR 908 between I-405 & SR 202, be transferred from the Washington State Department of Transportation (WSDOT) to the cities of Kirkland and Redmond.

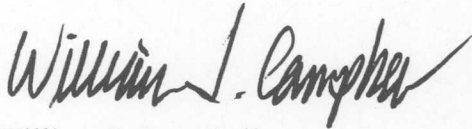
The cities of Redmond & Kirkland are making this request for the following reasons:

- A common desire to change the character of the arterial to a community-focused, pedestrian-oriented roadway consistent with surrounding community plans. These changes will require the investment of millions of dollars -- an investment the Cities are committed to make. An integral part of the plan is the ownership of SR 908.
- WSDOT will be able to reduce its maintenance budget in the long term. The Cities understand that WSDOT is committed to overlaying SR 908, and its current budget includes the funding allocation in 2011. The Cities will assume this responsibility for future overlay projects, and if amenable, will perform the work for the 2011 overlay on behalf of the WSDOT through local agency agreements concurrent with other ongoing local improvements.
- The cities of Redmond and Kirkland will accept SR 908 without reservation and have the resources to maintain SR 908 into the future in compliance with required roadway safety standards.

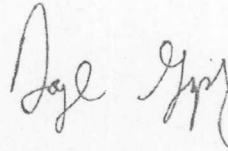
The attached briefing paper verifies the requested transfer complies with all the criteria established by RCW 47.17.001, WAC's 479.210.200 and 479.210.250. The cities of Redmond and Kirkland request your consideration for endorsement of the SR 908 transfer request.

If you have questions, please contact John Nordquist at the City of Redmond at (425) 556-2737, or Don Anderson at the City of Kirkland (425) 587-3826.

Sincerely,



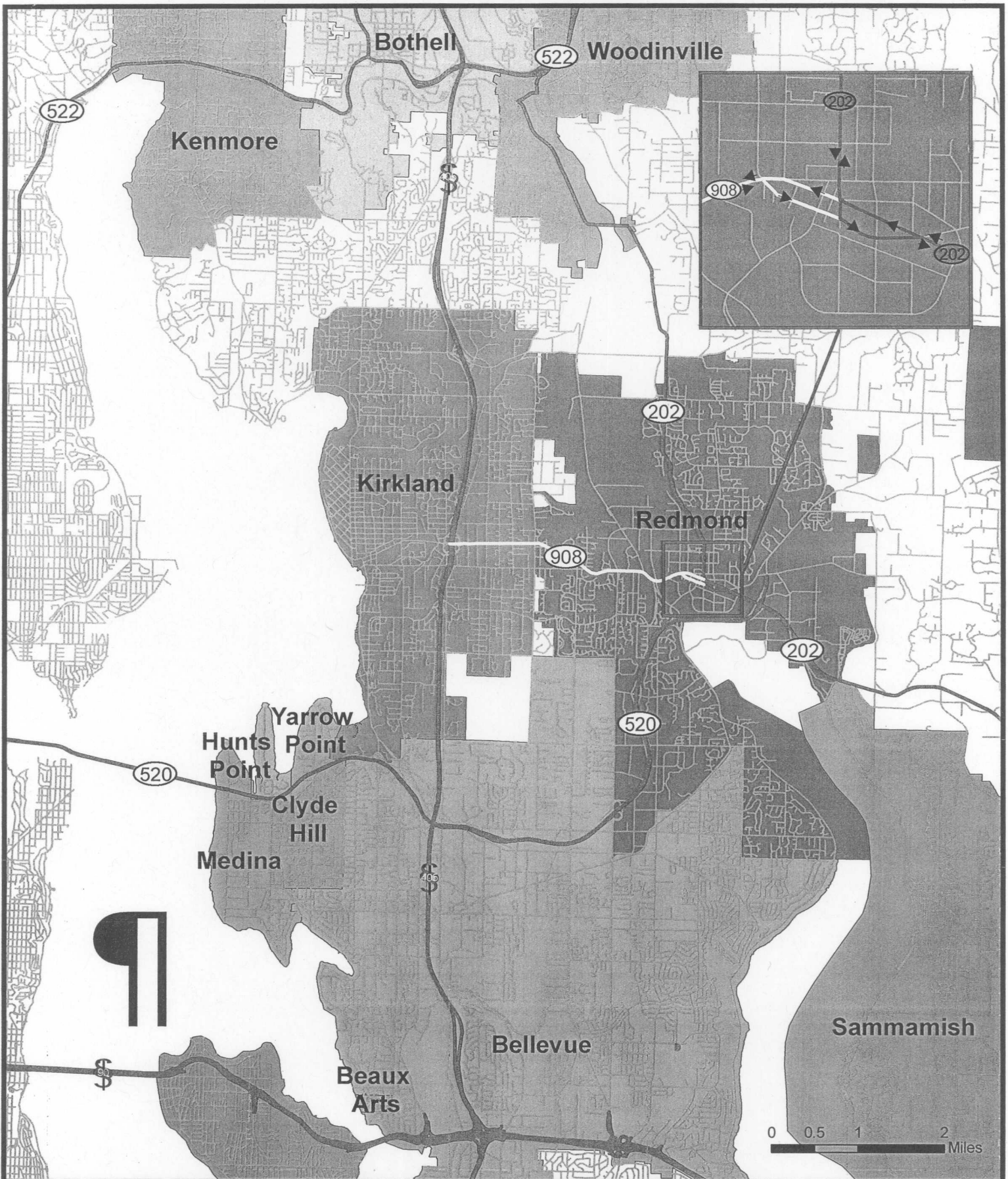
William J. Campbell
Public Works Director
City of Redmond



Daryl Grigsby
Public Works Director
City of Kirkland

enclosures: Vicinity Map
Request for Route Jurisdiction Transfer

cc: Ron Grant, Redmond City Engineer
Don Cairns, Redmond Transportation Engineering Manager
Ray Steiger, Kirkland Capital Projects Manager



Legend

Route Jurisdiction Transfer

Route Jurisdiction Transfer
SR 908, I-405 to SR 202
WSDOT to Cities of Redmond
& Kirkland

Cities of Redmond and Kirkland
Request
For
Route Jurisdiction Transfer of SR 908
Between
I-405 and SR 202

I. EXECUTIVE SUMMARY

The cities of Redmond and Kirkland are requesting the jurisdiction and responsibility for the operation of SR 908 between I-405 and SR 202 be transferred from the Washington State Department of Transportation (WSDOT) to the cities of Redmond and Kirkland.

In considering whether to make additions, deletions, or other changes to the state highway system the legislature is guided by criteria in RCW 47.17.001 and WAC 479-210-200. The criteria were established to evaluate if an urban highway route was qualified to become part of the state highway system. Therefore in assessing the merits of the cities of Redmond and Kirkland's request, a negative response to each of the criteria questions supports the request that the jurisdiction should be transferred from WSDOT to the cities of Redmond and Kirkland. In response to each of the criteria, the answer is negative and suggests SR 908 should not be part of the state highway system. The highway's use is predominantly local and it is not used as a through-fare for regionally-oriented traffic.

II. REFERENCES

- a) RCW 47.17.001 Criteria for changes to system
- b) WAC 479-210-200 Criteria for urban highway routes
- c) WAC 479-210-250 Interpretation and application of criteria to specific routes
- d) City of Redmond Comprehensive Plan
- e) City of Redmond 6-Year Transportation Improvement Plan
- f) City of Kirkland 6-Year Transportation Improvement Program

III. HIGHWAY HISTORY

SR 908 was created in 1971 from State Route 901 (which no longer exists). At its creation, SR 908 extended from SR 202 in Redmond through Kirkland and south to intersect State Route 520. On April 1, 1992, the path from SR 520 to I-405 was dropped from the state highway system, yielding the present path of SR 908.

IV. NEIGHBORHOOD AND EXISTING HIGHWAY CONDITIONS

The approximately 2.1 miles of SR 908 within the city limits of Redmond and the approximately 1.0 miles of SR 908 within the city limits of Kirkland no longer serve as a primary regional east-to-west route. The majority of east-to-west regional traffic uses SR 520.

The roadway is a three and four lane road (with center turn lane along sections), with curb and gutter the entire length and sidewalks along the majority of the route on both sides of the roadway.

This section of SR 908 is primarily surrounded by businesses and residential neighborhoods. There are no businesses that generate or receive regional traffic.

V. WHAT ARE THE CITIES OF REDMOND AND KIRKLAND REQUESTING?

The cities of Redmond and Kirkland are requesting the jurisdiction and responsibility for the operation of SR 908 between I-405 and SR 202 be transferred from the WSDOT to the Cities of Redmond and Kirkland.

VI. CRITERIA FOR CHANGES TO HIGHWAY SYSTEM

In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001 and WAC 479-210-200. WAC 479-201-200 states, "An urban highway route that meets any of the following criteria should be designated as part of the state highway system." Therefore to help in assessing the merits of the cities of Redmond and Kirkland's request, the criteria will be formatted as a question. A negative answer supports the request for jurisdiction transfer from WSDOT to the cities of Redmond and Kirkland.

- 1) Is SR 908 part of the interstate system?

Response: No, SR 908 provides a local connection between the cities of Redmond and Kirkland.

- 2) Is SR 908 part of the system of numbered United States routes?

Response: No.

- 3) Is SR 908 an urban extension of a rural state highway into or through an urban area and is it needed to form an integrated system of state highways.

Response: No.

- 4) Is SR 908 the connecting link between two state highways and does it serve regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater or is SR 908 a spur that serves regionally oriented traffic in urbanized areas?

Response: No. SR 908 is not the connecting link between I-405 and SR 202. SR 520 is the connecting link for regional through traffic.

VII. GUIDELINES FOR INTERPRETING AND APPLYING CRITERIA TO SPECIFIC ROUTES

WAC 479-201-250 contains the following guidelines. The guidelines are to be used as a basis for interpreting and applying the RCW 47.17.001 criteria to a specific route. Again, to help in

assessing the merits of the cities of Redmond and Kirkland's request the guidelines will be formatted as a question.

- 1) Do the local officials prefer to have the responsibility for the highway to remain at the local level?

Response: Yes. The Cities of Redmond and Kirkland are willing to accept full responsibility of the highway and will maintain it to all applicable safety standards.

- 2) State highway routes maintain continuity by being composed of routes that join other state routes at both ends. Will SR 908 route continuity be maintained after the proposed jurisdictional transfer?

Response: Yes. SR 908 will be deleted entirely and no longer exist.

- 3) Are there any public facilities being served within two miles of the highway?

Response: No.

- 4) Exceptions to be considered:

- a) Is SR 908 a rural spur?

Response: No.

- b) Is SR 908 an urban spur that provides needed access to Washington State ferry terminal, state parks, major seaports, and trunk airports?

Response: No.

- c) Is SR 908 functioning as:

- A needed bypass routing of regionally oriented through traffic?
- A benefit truck route?
- A capacity alternative?

Does SR 908 experience:

- Business Congestion?
- Geometric deficiencies?

Response:

- Bypass route: No. Regionally-oriented traffic uses SR 520.
- Truck route: No. SR 908 is not a designated truck route. The corridor is classified as a principle arterial, and thus becomes a logical route for local truck traffic. SR 908 is classified by truck tonnage as a T3 Freight Corridor and therefore is *not* a Strategic Freight Corridor according to the Washington State Freight and Goods Transportation System (FGTS) 2007 update.
- Capacity alternate: No. No traffic analysis has shown that traffic uses SR 908 on a regular basis instead of using SR 520, nor is there any indication through-traffic uses SR 908 instead of SR 520. Modeling analysis shows that SR 908 does not function as a capacity alternative for regional through-trips, it primarily provides access and circulation for trips starting and/or ending with Redmond or Kirkland. It does not provide bypass-routing for Puget Sound regional traffic.
- Business Congestion: SR 908 does experience some congestion, primarily in the peak hour, but not mainly due to business-generated traffic. Additionally, congestion is forecast to increase in the future.

Traffic analysis for SR 908 in Kirkland indicated a level-of-service as *LOS-E Mitigated*. The projected 2022 levels vary from *LOS-E* to *LOS-F Mitigated*.

Traffic analysis within Redmond indicates a level-of-service varying from *LOS-A* to *LOS-D* in 2007; projected 2030 levels are primarily *LOS-B* and *LOS-C* with one intersection in Redmond functioning at *LOS-E Mitigated* and one at *LOS-F Mitigated*.

According to modeling analysis current and future congestion is primarily related to current land use activity and forecast land use growth within Redmond and Kirkland.

- Geometric Deficiencies: None.

5) In urban and urbanized areas:

- a) Is there any significant regional traffic generator in the area?

Response: No.

- b) Is there more than one parallel nonaccess controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization?

Response: Yes. Currently there is one parallel non-access-controlled facility in the same corridor as SR 908: SR 520 to the south.

- 6) When there is a choice of two or more routes between population centers, the shortest route designation shall normally be based on the following considerations:

- a) Does SR 908 have the ability to handle higher traffic volumes than the other options available to the traveling public?

Response: No. SR 520 has greater ability to handle higher traffic volumes than SR 908. This is one of the reasons regional trips choose SR 520 and that SR 908 generally experiences just local traffic.

- b) Are there highways that have a higher ability to accommodate further development or expansion along the existing alignment than SR 908?

Response: Yes. SR 520 has a greater right of way than SR 908. Expanding SR 908 would require a significant investment because of the need to purchase complete buildings. In addition, along the north side of SR 908 are significant steep ravines. There are no plans to widen SR 908 within the City of Kirkland or the City of Redmond.

Expansion of capacity on SR 908 would also require significant modifications at the termini at I-405 and SR 202. The SR 202 terminus lies in the center of downtown Redmond and any capacity expansion would require the removal of historic buildings and the destruction of its unique downtown character.

- c) Does SR 908 provide the most direct route and the lowest travel time?

Response: No. For some trips SR 908 may provide a more direct route but that is significantly offset by the travel time savings offered by the SR 520 corridor. Increased travel times on SR 908 are affected by driveway and cross street accesses. For these reasons, regional trips typically use SR 520.

- d) Is SR 908 the route carrying the most interstate, statewide, and interregional traffic?

Response: No. SR 520 fulfills that function. According to a select-link analysis performed using the Bellevue-Kirkland-Redmond Transportation Model, only 2.7% of the trips in 2007 that use SR 908 between 132nd Avenue NE and 140th Avenue NE had both their origin and destination *outside* of Redmond and Kirkland. The percentage of regional through-trips is forecast to decrease to 1.2% in 2030.

- e) Does SR 908 provide the optimal spacing between other state routes?

Response: No. SR 520 and SR 908 are parallel corridors with only about three miles separating them, a seemingly close spacing for state routes.

- f) Does SR 908 best serve the comprehensive plan for community development in those areas where such a plan has been developed and adopted?

Response: No. SR 908 is primarily of interest to the cities of Redmond and Kirkland. The state route designation is not consistent with Kirkland's and Redmond's Comprehensive Plans. The cities' plans intend to maintain this corridor as a principle arterial, but transform it into a corridor that supports non-motorized and transit usage, as well as mixed use developed along sections in Kirkland and downtown Redmond.

- 7) Is SR 908 designated as a scenic and recreational highway?

Response: No.

VIII. SUMMARY

The proposed route jurisdiction transfer of SR 908 from WSDOT to the Cities of Redmond and Kirkland should take place because none of the criteria established for making SR 908 part of the state highway system has been satisfied. This section of SR 908 through the cities of Redmond and Kirkland is primarily used for local traffic and is not significantly used by regionally oriented through traffic. Businesses along the highway are not regional trip generators nor do they attract regional trips. If the transfer of SR 908 is completed, the cities of Redmond and Kirkland can continue to develop this route according to their comprehensive plans. Redmond's 6-year Transportation Improvement Plan includes \$7M for improvements along the 2.1 mile section of SR 908 through the City of Redmond. Kirkland's 6-year Transportation Plans include \$11M for improvements along the 1.0 mile section of SR 908 through the City of Kirkland.

**Transportation Improvement Board
January 23, 2009
Lacey Community Center
Lacey, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Jeanne Burbidge, Chair
Commissioner Greg Partch, Vice Chair
Mr. Todd Coleman
Councilmember Sam Crawford
Ms. Kathleen Davis
Mr. Mark Freiburger
Bushman/recorder
Secretary Paula Hammond
Mayor James Irish
Ms. Doreen Marchione

Councilmember Neil McClure
Mr. Dick McKinley
Ms. Heidi Stamm
Mr. Harold Taniguchi
Mr. Steve Thomsen
Mr. John Vodopich

Mr. Ralph Wessels
Commissioner Mike Wilson

TIB STAFF

Steve Gorcester
Greg Armstrong
Rhonda Reinke
Theresa Anderson
Gregg Plummer
Eileen

TIB BOARD MEMBERS NOT PRESENT

Mr. Dave Nelson
Ms. Jill Satran (*attended Thursday work session*)
Mr. Jay Weber

CALL TO ORDER

Chair Burbidge called the meeting to order at 9:06 am.

GENERAL MATTERS

A. Approval of November 21, 2008 Minutes

MOTION: It was moved by Ms. Marchione with a second from Councilmember McClure to approve the minutes of the November 21, 2008 Board meeting as printed. Motion carried unanimously.

B. Communications – Steve Gorcester referred the Board to the newspaper articles in the board packet. He specifically mentioned the *Whitman County Gazette* “My Two Cents” article and the letter to the editor from Lamont Mayor Steve Lacy regarding the Oakesdale project.

NON-ACTION ITEMS

A. Executive Director’s Report – Steve Gorcester reported on the following items:

Sustainability Training – TIB engineers and selected customers participated in a pilot course of sustainability training that will eventually be offered to all local agencies. The feedback from this training was very positive.

Steve was asked to do a sustainability presentation for the House Transportation Committee.

Possible Inventory Reduction – The target level for TIB obligations estimated in 2002 was good, but with low revenue forecasts this target no longer fits. Staff is recommending a reduction in inventory to bring it under \$340 million. A handout was distributed that listed projects that were already in varying stages of delay. TIB staff would notify the appropriate agencies and provide them with a schedule and process determining viability of the project and the possibility of having it

suspended. The letters would be tailored to each agency's situation. No suspensions would take place before the March meeting or before the stimulus package is released.

MOTION: It was moved by Mr. McKinley with a second by Councilmember McClure to direct staff to send a letter to the appropriate agencies notifying them of the possible suspension and giving them an opportunity to appear before the Board. Motion carried unanimously.

B. Legislative Update and Preview

Senator Haugen and Representative Clibborn, Chairs of the Senate and House Transportation Committees, respectively, joined the meeting to give a brief legislative update and answer any questions from the Board. It is unknown at this time how much of the stimulus the state will receive, but the Transportation Committee Chairs would like TIB and the MPOs to play a significant role in the screening process for transportation project funding. Senator Haugen and Representative Clibborn were working on the possibility of creating a local infrastructure bank, housed at TIB, however, that idea was sidelined by the stimulus package.

Chair Burbidge thanked Senator Haugen and Representative Clibborn for their time and their support and for the information they were able to share with the Board.

C. Financial Report

Theresa Anderson reported that the UATA and TIA were alerting "red" because both fund balances were below \$3 million in each account. At the end of January, there will be a \$7 million deposit that will help build the account balances back up. The total cumulative revenue in the UATA is \$86 million with expenditures and a cumulative total of \$95 million. Total cumulative for the TIA is \$69.7 million revenue and \$71 million expenditures. Of the \$4.8 million revenue in the SCPP, \$1.8 million is from CHAP. Total expenditures in that account are \$4.4 million.

D. Project Activity Report

Greg Armstrong reported that the total TIB obligation is down by about \$1 million. Of the 56 projects listing activity, there were 35 projects closed out, three projects were awarded bids, eight are in design, and 10 are under construction. Notable changes included one increase and three surpluses, the largest on in Tukwila for \$684,762. This reflects that increases are not being given at this time.

During this reporting period, there was a total decrease in TIB obligations of \$929,424.

ACTION ITEMS

- A. City of Redmond: 124th Street Sidewalk Deviation Request** – The City of Redmond requested a sidewalk deviation to eliminate the sidewalk on the north side of NE 124th Street and include bike lanes on both sides of the street. The initial thought was to have a multi-use path on the north side, however, that would be located within a stream buffer which would require costly permits and fish passage improvements.

MOTION: It was moved by Ms. Marchione with a second from Mr. Freiburger to approve a sidewalk deviation to eliminate the sidewalk on the north side of NE 124th Street, eliminate the multi-use path, and construct a bike lane on both sides of NE 124th Street. Motion carried unanimously.

- B. WAC Revision for Delayed Construction Only Projects** – Projects funded as "construction only" in the Urban Arterial Program (UAP) and Urban Corridor Program (UCP) currently become delayed projects under the four and one-half or five and one-half years to bid award rule of WAC 479-025-211. Construction only projects are awarded on the expectation that they are ready projects and given extra points in the selection process for having completed project development

work. Therefore, the normal time frames for UAP and UCP projects are ineffective for “construction only” projects.

The recommended language added to WAC 479-025-211 would state:

Projects awarded funding as “construction only” will be considered delayed if construction does not begin within one year of funding becoming available.

MOTION: It was moved by Mr. McKinley with a second from Councilmember Crawford to approve the revised WAC 479-025-211 language as presented and stated above. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for March 26-27, 2009 in Bellingham. Meeting notices will be sent out on March 6, 2009.

ADJOURNMENT

The meeting adjourned at 10:32 am.

SALMON CREEK INTERCHANGE

Dispute stalls project



In this view looking west on 134th Street, cars sit in traffic late Wednesday afternoon. The county's traffic speed standard for the road is 13 mph.

ZACHARY KAUFMAN/The Columbia

Update

■ **Previously:** County officials have been working since at least 2003 to line up funding for a \$140 million fix to the congested Salmon Creek interchange on I-5.

■ **What's new:** A federal agency assigned to protect salmon says the county can't build the new overpass until it takes further steps to fight pollution related to development. County staff members complain that the rules seem to be shifting beneath their feet.

■ **What's next:** County and federal officials will meet next week.

Faced with potential loss of an \$8 million grant, county may consider suing federal agency

By MICHAEL ANDERSEN
Columbia staff writer

With engineering nearly complete for the long-awaited rebuilding of the traffic-clogged 134th Street interchange in Salmon Creek, a federal agency is holding up a "halt" sign.

A state official warned Wednesday that the delay may already have cost the county an \$8 million state grant intended for the project, and county commissioners said it's slowing economic growth.

"I swear, if we lose this money because of inappropriate overreach by a federal agency, I'm going to be looking for where to sign up to sue them," Commissioner Steve Stuart said.

If the county loses that grant, road projects elsewhere in the county will probably be delayed so the Salmon Creek work can move forward, Stuart said.

Traffic rarely moves above a crawl during rush hours on 134th Street, where a major new hospital, four-year college and retail strip all sit near the

intersection of two interstate highways. The county has already spent \$8 million to help fix it, and the state transportation department has put in millions more.

Commissioners say they have no choice but to go public in their dispute with the National Marine Fisheries Service (NMFS), which is charged with protecting endangered fish.

"Short of a lawsuit, the only way that we can get any movement on this is with political pressure," Pete Capell, public works director, said.

But the federal regulator who must sign off on the \$140 million project said Wednesday that a new, improved overpass and interchange on Interstate 5 will lead to new development. And that new development, unless it's subject to potentially expensive restrictions, will lead to new water pollution.

And water pollution will kill salmon, which are protected by the federal Endangered Species Act.

Salmon Creek:

From Page A1

"The project is also being funded by state and federal taxpayers," said Mike Grady, transportation branch chief for NMFS's Washington state office south of Seattle. "I'm not just representing people in Washington state. I'm representing everyone in the United States. I have to represent a resource everyone in the United States is paying for."

So Grady's office is asking the county to pass a new ordinance that would require private developers in the Salmon Creek area to take extra measures to keep rainwater clean.

Commissioners are fighting to avoid that, saying developers are already coping with tightened water standards from the state. Another, higher standard from the federal government is unreasonable, they argue.

A state Department of Transportation official agrees.

"We are standing behind you," Bart Gernhardt, deputy administrator for the DOT's Southwest Region, told county Commissioner Tom Mielke on Wednesday. "We want this to get built, too."

Grady, the federal regulator, says he has no choice: The science shows that cleaner water is needed.

"I completely understand the frustrations in complying with multiple laws," he said. But Grady said: "the rules have not changed."

County staff members reply that though the law hasn't changed, they think it's being interpreted differently.

"We just did a new interchange at (I-5 and state Highway) 502," said Kevin Gray, the deputy public works director. "The state has done interchanges at 500 and Andresen. We just completed an I-5 widening up to Main Street. All these major projects, and we haven't seen this."

Also Wednesday, the executive director of Washington's Transportation Improvement Board said Clark County is likely to lose its \$8 million state grant if, by September, it hasn't set a solid start date for the Salmon Creek project.

The \$8 million was awarded in 2003 and is now among the oldest unclaimed grants in the state.

"It is on our prospective cut list," said Stevan Dorchester, the transportation board director.

Commissioners agreed Wednesday to ask federal lawmakers to intervene on their behalf. If that doesn't work, they seemed willing to consider a lawsuit.

MICHAEL ANDERSEN: 360-735-4508 or michael.andersen@columbian.com.

Dispute stalls Salmon Creek road project

By Michael Andersen

Columbian staff writer

With engineering nearly complete for the long-awaited rebuilding of the traffic-clogged 134th Street interchange in Salmon Creek, a federal agency is holding up a "halt" sign.

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But the federal regulator who must sign off on the \$140 million project said Wednesday that a new, improved overpass and interchange on Interstate 5 will lead to new development. And that new development, unless it's subject to potentially expensive restrictions, will lead to new water pollution.

And water pollution will kill salmon, which are protected by the federal Endangered Species Act.

"The project is also being funded by state and federal taxpayers," said Mike Grady, transportation branch chief for NMFS's Washington state office south of Seattle. "I'm not just representing people in Washington state. I'm representing everyone in the United States. I have to represent a resource everyone in the United States is paying for."

So Grady's office is asking the county to pass a new ordinance that would require private developers in the Salmon Creek area to take extra measures to keep rainwater clean.

Commissioners are fighting to avoid that, saying developers are already coping with tightened water standards from the state. Another, higher standard from the federal government is unreasonable, they argue.

A state Department of Transportation official agrees.

"We are standing behind you," Bart Gernhardt, deputy administrator for the DOT's Southwest Region, told county Commissioner Tom Mielke on Wednesday. "We want this to get built, too."

Grady, the federal regulator, says he has no choice: the science shows that cleaner water is needed.

"I completely understand the frustrations in complying with multiple laws," he said. But Grady said "the

rules have not changed.”

County staff members reply that though the law hasn’t changed, they think it’s being interpreted differently.

“We just did a new interchange at (I-5 and state Highway) 502,” said Kevin Gray, the deputy public works director. “The state has done interchanges at 500 and Andresen. We just completed an I-5 widening up to Main Street. All these major projects, and we haven’t seen this.”

Also Wednesday, the executive director of Washington’s Transportation Improvement Board said Clark County is likely to lose its \$8 million state grant if, by September, it hasn’t set a solid start date for the Salmon Creek project.

The \$8 million was awarded in 2003 and is now among the oldest unclaimed grants in the state.

“It is on our prospective cut list,” said Stevan Dorchester, the transportation board director.

Commissioners agreed Wednesday to ask federal lawmakers to intervene on their behalf. If that doesn’t work, they seemed willing to consider a lawsuit.

Michael Andersen: 360-735-4508 or michael.andersen@columbian.com.

Bainbridge Island Council OKs Loan Needed to Pay Its Bills

Kitsap Sun

Bainbridge Island Council OKs Loan Needed to Pay Its Bills

By Tristan Baurick For the Kitsap Sun
Thursday, February 12, 2009

BAINBRIDGE ISLAND

Staring at the prospect of going broke within a month, the city on Wednesday approved a controversial emergency loan to cover its bills until it can scrounge up more cash.

A sharply divided City Council approved the \$600,000 interfund loan from the Winslow water utility to fill potential funding gaps until property taxes are collected in May.

"If the world turns out as we hope it will, the inflows will be bigger than the outflows," Councilman Barry Peters said. "But what if the end of February ends up like November and December, when median home values fell 20 to 25 percent?"

Despite taking steps late last month to cut \$2.3 million from its operating budget, the city found this week it is hurtling toward insolvency.

"If we do not restructure government, we are headed for bankruptcy," Councilman Bill Knobloch said. He joined council members Debbie Vancil and Kim Brackett in voting against the loan. They prefer additional project deferrals and deeper budget cuts to offset the city's declining revenues.

The interfund loan is aimed at safeguarding the city's general fund balance while the council deliberates on additional cost-cutting or revenue-boosting options in the coming weeks.

Finance Director Elray Konkell said borrowing money from the water utility, which has a multimillion dollar cash surplus, is a better option than getting a loan from a third-party lender.

An interfund loan is far less costly, more flexible and available faster than one obtained from a bank, he said.

The interfund loan's interest rate of about 3 percent could cost the city up to \$18,000 before it must be paid back in December.

A bank loan would likely come with a 5 or 6 percent interest rate on top of a \$15,000 to \$30,000 set-up fee.

Council chair Kjell Stoknes, who joined Peters, Chris Snow and Hilary Franz in voting for the loan, stressed that the interfund loans interest payments benefit the water utility rather than a private bank.

Brackett countered that using the loan was "reckless" and could "set a precedent of raiding the utility fund."

Knobloch was unsuccessful in getting council support for a proposal that would cut more staff and freeze all spending for capital projects, including the Winslow Way utility repair.

Brackett said the administration is holding too tightly to the Winslow Way project and the related Winslow Tomorrow planning effort.

"We've had two years of budgets where (it has) been expertly orchestrated to deliver Winslow Tomorrow and Winslow Way," she said. "Everything else is crafted around that."

City Administrator Mark Dombroski warned that the city would lose millions of dollars in grants for Winslow Way and beach restoration projects if the city's capital projects were halted.

A handful of residents joined the council minority in speaking out against the loan.

Dick Allen, president of a utility ratepayers advocacy group, said the city shouldn't borrow money when its future finances are in peril.

Island resident Lin Kamer-Walker said the loan would put the utility fund in jeopardy and do nothing to fix the imbalance between city revenues and expenses.

"The city's financial troubles have contributed to a death in public confidence," resident Joe Honick said.

After listening to public testimony, Peters promised more work to "reshape and limit" the city's spending.

"I think we're on the right track," he said. "It's a long, hard track (that) won't be easy. But we are talking in the same language about a new financial reality."



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Bainbridge Council OKs Contract to Begin Work on Winslow Way

Kitsap Sun

Bainbridge Council OKs Contract to Begin Work on Winslow Way

By Tristan Baurick For the Kitsap Sun
Thursday, February 26, 2009

BAINBRIDGE ISLAND —

The City Council approved the first major spending item for the Winslow Way reconstruction project during a long and contentious meeting Wednesday night.

Passing by a narrow margin, the approved \$1.2-million consulting contract will put Atlanta-based Heery International to work this month managing the utility repair and road reconstruction project.

Heery's immediate tasks include final project planning and engineering. The work on Winslow's main commercial thoroughfare will go out to bid in the fall. Construction is set to begin in the spring of 2010.

The council's 4-3 vote was reflected in a sharply divided crowd packing City Hall.

Critics said the project placed an unfair financial burden on residential utility ratepayers while handing most of the benefits to a few commercial property owners.

Winslow resident Virginia Paul, who depends on Social Security payments, said expected utility rate increases will be difficult for her to work into her budget.

"I disagree that the 2,200 (ratepayers) should bear the extra cost," she said.

South island resident Stephanie Ross urged the council to start the process over.

"Take time to do it again," she said. "Let's do it right for the community."

Supporters said further delays could imperil about \$7 million in government grants and private donations dedicated to the \$12 million project. With leaking sewer lines, low-capacity water pipes, narrow sidewalks and nearly nonexistent stormwater treatment infrastructure, the Winslow Way fix is long overdue, supporters said.

"This is our front room," said resident Ed Kushner, referring to the street's function as the island's commercial and social center. "We're all committed to this place, and this place needs help."

Several Winslow business and property owners turned out to speak in favor of the project after having remained silent during months of debate at City Hall.

Noting the burden on ratepayers, Bainbridge Island Chamber of Commerce President Rodney Bauch

said business owners will also bear the project's brunt.

"We're the ones who will pay for it by the disruption it will cause," he said, noting that some customers may avoid downtown during the reconstruction. "We will lose revenue, but we know in the end it's the right thing to do."

Barbara Tolliver, co-owner of the Traveler store, said she was "profoundly disillusioned" that a "vocal minority" had worked so hard to derail the project.

"This (project) will strengthen our community's economic and social vitality and sustainability," she said.

Winslow Way property owner Bruce Weiland drew applause when he attacked the notion that the project is "part of a conspiracy" to allow taller, bigger and newer buildings downtown. He also contested the idea that project is part of the Winslow Tomorrow initiative, which has lately been characterized by some as a fruitless and costly planning effort.

"For those who are vehemently against Winslow Way: Get over it," he said. "This isn't about Winslow Tomorrow. It's about fixing a broken street."

Concerns about the costs to ratepayers dominated the council's discussion.

The six-hour meeting stretched past midnight, with some council members bickering with each other and one member tearing up.

"For the ratepayers, the cost is unknown," said Councilman Bill Knobloch, who took city staff to task for not providing clear estimates on how much the project may cost utility ratepayers.

Project manager Chris Wierzbicki clarified that about \$2.5 million of the project's total funding would come from utility bonds. The bond could result in a 6 percent increase on sewer bills in 2011, he said.

Councilwoman Kim Brackett, who joined Knobloch and Debbie Vancil in opposing the contract, suggested the city negotiate a cheaper deal with Heery, put the project's remaining funding up for voter-approved bond and ask state and federal grantors to hold their money until a later time.

Councilwoman Hilary Franz said grantors would likely withdraw funding and hand it to other applicants if the city asked to delay acceptance. She also noted that the utility fixes will result in lower costs for ratepayers over time.

With the Winslow Way fix now moving ahead at a rapid rate, several community and council members asked that supporters and opponents ease the ill will and distrust that has formed over the project.

"There are many hurdles ahead," Franz said. "It's not going to help if the people behind this dais or in the community are divided."

Winslow Way by the Numbers

The Winslow Way utility and road repair project relies on a combination funding sources. No city general fund spending is planned.

State and federal grants: \$6 million

Private donations: \$1 million

Utility bonds: \$2.5 million

Existing utility funds: \$2.5 million

Total: \$12 million



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Winslow Way Property Owners

3091 Point White Drive
Bainbridge Island, WA. 98110

August 20, 2008

Transportation Improvement Board
State of Washington, Olympia, WA.

Re: Endorsement and Local Private Funding Support for Street Project

To Whom It May Concern:

This letter is being written on behalf of a group of individuals owning approximately ninety-eight percent of the property fronting Winslow Way between Madison and Ericksen Avenues on Bainbridge Island. We are writing in support of the TIB grant for the Winslow Way street reconstruction and improvement project being proposed for construction beginning in the year 2010. A number of members of our group have been property owners or involved in businesses operating on Winslow Way for as long as thirty to sixty years.

As further described below, we have offered to contribute \$1,000,000 to this project.

Winslow Way is the main street of the only sizable town on our island, Winslow. It carries a heavy load of private vehicular, truck, emergency vehicle, and bus traffic, not to mention extensive use by cyclists and pedestrians. It is a connector route for bicycles, motorcycles, busses, pedestrians, motorized wheel chairs, ambulances, and delivery vehicles to and from the nearby Washington State Ferry terminal. It is in the heart of the Island's main storefront retail, restaurant, medical, and government district. It is constantly frequented by pedestrians seven days a week in the daytime and evening dining and entertainment hours. During the year it is occasionally closed off for the annual street dance, the Fourth of July Parade, Chinese New Year Parade, Earth Day, etc. It is the location of Friday Night Art Walks and other activities. It is truly the social hub of our island.

The success of many of the island's local businesses and activities depend on the vibrancy and carrying capacity of Winslow Way, but the road is challenged by several realities:

- (i) Complex intersections with State Route 305
- (ii) A non-aligned pair of roads forming a dangerous congested intersection with Winslow Way
- (iii) Segments of the street border with mixed use, commercial, and residential districts
- (iv) Current conditions limiting sight lines at intersections and intersecting alleys
- (v) Unsafe conditions for bicyclists
- (vi) Unsafe walking conditions on deteriorating narrow sidewalks
- (vii) The frequent discharge of hundreds of Washington State Ferry commuter vehicles traveling to the southern half of the Island
- (viii) Challenges to the safety and mobility of handicapped individuals

This project can serve to address many of these challenges.

For a number of years we have been aware of serious deficiencies in the utility infrastructure on Winslow Way including an inadequate water supply for fire fighting, leaking sewer mains, inadequate storm water collection and treatment, and dangerous overhead power lines. Leaking sewage and untreated storm water runoff from our roadways continue to contaminate nearby Eagle Harbor. Over the years I have personally witnessed one Winslow Way business burn to the ground, and two near misses. I have seen several businesses flooded on multiple occasions. My own business, the Winslow Clinic now Virginia Mason Clinic, has been flooded on several occasions due in part to an inadequate storm drainage system. The most recent flood last year resulted in well over \$100,000 in damage and partial interruption of medical services.

Sustainability issues should be given strong consideration in the expenditure of public and private money alike. It is clear that Winslow Way's proximity to the public ferry to downtown Seattle makes it a prime location for future sustainable growth. Maintenance of infrastructure in Winslow will help to consolidate growth, conserve energy, and reduce pressure on our local and regional roadways by creating a walkable neighborhood linked by public transportation to downtown Seattle.

State Route 305 over the Agate Pass Bridge connecting Bainbridge to the Poulsbo and Silverdale shopping malls is one of the most congested traffic routes in the region. At present this route is heavily used by Bainbridge residents seeking shopping and other services not available in Winslow. The promotion of infrastructure to support shopping and services in walkable Downtown Winslow can serve to reduce traffic on this congested corridor, not to mention reducing fossil fuel consumption and resultant pollution.

For the last several years members of our group have closely followed and participated in a prolonged and open public process studying the problem and exploring the best and most cost effective means of correcting the deficiencies. It is our opinion that the City of Bainbridge Island and its design and engineering consultants have conscientiously developed a balanced, lean, and well thought out plan on which we should proceed. We are satisfied that every attempt has been made to minimize the cost of this project. We are satisfied that every attempt will be made to limit inconvenience to local businesses during construction. We feel strongly that in order to avoid any further construction cost escalation construction should begin in the year 2010.

In summary, our group of property owners is convinced that the City's utility and street improvement plan for Winslow Way is well conceived, and will serve to address the many concerns outlined above. We are satisfied that a careful but aggressive value engineering process has effectively eliminated all possible waste from the project. Therefore, as a demonstration of our support for proceeding with the Winslow Way project in 2010, our group of Winslow Way property owners has pledged to support the project by agreeing to support the formation of an LID or similar appropriate funding vehicle to support \$1,000,000 of cost of the project. The elements of the project to be supported by this funding source are yet to be determined through a continuing dialogue with Bainbridge Island City officials as the design is finalized.

We strongly urge the Transportation Improvement Board to join us in financially supporting this worthy project. It will serve Bainbridge Island and the region for many years to come.

Sincerely,



Thomas D. Haggan
Winslow Way Property Owners Association

8070 Grand Avenue
Bainbridge Island, WA 98110-2946
February 5, 2009

State of Washington
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

Re: The Case for Cancellation of the \$3.5 Million TIB Grant
to the City of Bainbridge Island

Dear Members of the Board,

In late 2008, the Transportation Improvement Board awarded a \$3,500,000 grant (9-W-830-(002)-1) to the City of Bainbridge Island for a project on Winslow Way from SR 305 to Grow Avenue. For the reasons noted below, I would respectfully request the Board reconsider its decision with a view towards cancellation of the grant.

There Are No Sacred Cows

These are hard times for everyone. Our families are tightening their belts, and that's what government needs to do. The state must squeeze every ounce of value out of every taxpayer dollar while maintaining our priorities of protecting families and kids the best we can.

Governor Chris Gregoire - Introduction to the Proposed 2009-2011 State Budget

As we all know, since the release of the Governor's proposed Budget the economic situation has deteriorated, and with it the State's projected 2009-2011 revenues. In such an environment a review of all recent TIB grants is entirely appropriate. The City of Bainbridge Island started work on the Winslow Way design only three weeks ago, and the project is not due for bid opening until November 2009. The grant could be withdrawn before any significant dollars are spent. Notwithstanding the Board's decision to award this grant and the merits of the project, revitalizing one section of one street in a wealthy community such as Bainbridge Island would hardly seem to be the highest and best use of our very limited tax dollars in these difficult times.

**The Winslow Way Project Lacks Strong
Local Political Support**

In a 2008 telephone survey, planning for downtown Winslow ranked near the bottom of budget priorities (30 out of 32) among the individuals surveyed. This low level of community support has reverberated in the number of 4 to 3 votes in the City Council when preliminary Winslow Way design and consulting contracts have come before the Council. On a practical level two of the four Council members in favor of the Winslow Way project are up for reelection this November, while only one of the three members of the Council opposed to the project in its current form will face the voters.

In addition the strongest advocate of the project, Mayor Darlene Kordonowy, will be completing her second term in office and may not run again. Moreover, a citizen petition for a change in the City of Bainbridge Island government from Council/Mayor to Council/City Manager has qualified for the ballot in 2009. I'm told by those with experience in this arena that a county or city should not even consider a large dollar, multi-year capital project without its chief executive and a super-majority of its legislative branch firmly onboard for the long haul.

Are there not other transportation projects in Washington that have broader and deeper level of political support than upgrading Winslow Way?

**The City of Bainbridge Island Does Not Have the
Financial Reserves to Handle Unanticipated Costs
Associated with the Winslow Way Project**

While the finances of nearly all local government agencies in the State are suffering from the current economic meltdown, the City of Bainbridge Island would appear to be in league of its own when it comes to budget issues.

1. As a semi-rural area the vast majority of the City's revenues are based on residential real estate activities. It lacks a significant big box retail, manufacturing, or commercial office related tax base. Thus its revenues have fallen off sharply in the last several months, with no end to the decline in sight.
2. Two years ago the City's tax supported funds held some \$4.3 Million in cash. At the Council Finance Committee meeting earlier this week the City's Finance Director indicated that in less than two weeks the cash balances in the tax supported funds would drop to zero. In response, the City Council is being asked by the Mayor to immediately approve a \$600,000 loan from the Water Fund to the General Fund in order to meet upcoming financial obligations.

Under these circumstances, the City for the foreseeable future will be unable to easily respond to any unexpected cost increases in the Winslow Way project using tax supported funds. As to the utility funds, because of small water and sewer ratepayer bases (about 2000 each), there may be very real political limits on any additional dollars these sources can provide the Winslow Way project. More important, the City has recently asked the State Auditor for a proposal to do a special examination of the costs charged to the utility funds - effectively putting such funds off limits until the review is completed.

I would be pleased to answer any questions the Transportation Improvement Board might have regarding the above recommendation.

Very truly yours,

Daniel G. Smith

TOP STORY ■■■

MONDAY, FEBRUARY 23, 2009

Govs look to shape energy, transportation

By Daniel C. Vock, Stephen C. Fehr and Pamela M. Prah, Stateline.org staff writers

After successfully securing a federal stimulus package with billions of dollars for state relief, governors now have their sights set on exerting influence in crafting new energy and transportation policies with the Obama administration and Congress.

"States have been leading the way on clean energy and climate change, and we are thrilled to now have a willing partner in the White House to promote these policies on a national stage," California Gov. Arnold Schwarzenegger (R) said in a statement following a private meeting on Feb. 21 with 11 other governors and President Obama's top energy and environment cabinet officials to discuss clean energy and climate change issues.

Already, 23 states have joined regional agreements to lower carbon dioxide pollution. Seven states — Connecticut, California, Hawaii, Massachusetts, Minnesota, New Jersey and Washington — have imposed caps for carbon dioxide released within their own borders.

Washington Gov. Christine Gregoire (D) said the administration officials promised to push a national "cap-and-trade" policy by summer that Obama has touted. This kind of system sets a limit on the amount of carbon dioxide that can be released into the atmosphere, and the limit is gradually reduced. Polluters buy credits allowing them to spew a given amount of carbon dioxide. They can sell leftover credits to other polluters, creating a monetary incentive to reduce emissions.

"There wasn't a doubt in any one of their minds that there was a firm commitment to move forward," Gregoire said of the governors' meeting with Secretary of Interior Ken Salazar, Secretary of Energy Steven Chu, U.S. Environmental Protection Agency chief Lisa Jackson and Carol Browner, Obama's energy and climate change czar.

Idaho Gov. C.L. "Butch" Otter (R) said the administration's goal of passing a national law by the end of summer would still allow states to offer their input. "That should not debilitate us. We've been studying this for a long time," Otter said.

Gregoire said she was encouraged by that news since businesses in Washington state were resisting a regional agreement among Western governors to curb carbon pollution for fear the initiative would put businesses in the area at a

SIDEBAR

Calif. first lady makes a pitch to govts

With the help of rock star Bono and Project Runway's Heidi Klum, California has ramped up efforts to ensure that the working poor are getting the food stamps and other services that they are eligible to receive — and it wants other states to launch similar campaigns.

Maria Shriver, first lady of California, took the unusual step of asking governors during a closed meeting of the National Governors Association's winter meeting to join in her [WE Connect Campaign](#) that links struggling families with tax credits and other resources at a time when food banks are seeing a 60 percent increase demand.

"Millions more [people] are going to be eligible for these programs today who never knew about them or who were not eligible for them even two months ago," Shriver said.

The recent stimulus package makes it even more important to connect benefits to the working families who are eligible for them, Shriver told *Stateline.org*. The stimulus plan provides \$20 billion in food stamps and an additional \$2 billion in federal funding for state programs that provide low-income families child care, so people who may not have qualified before for benefits, may be able to now, Shriver said.

Making sure families get the federal benefits they are due can also help state economies, she said. A Moody's study showed for every \$1 the federal government spends on food stamps returns \$2 spent in the private economy.

Shriver said the governors of Illinois, New York, Kentucky and West Virginia all expressed interest in her [WE Connect Campaign](#), which includes a public service announcement full of celebrities.

Also free to states from the program is a Web-based system that allows people to determine if they qualify for several federal programs, including food stamps, the Earned Income Tax Credit, and the Child Care Credit. The Spanish language news outlet, *La Opinion Supplement*, has to work with states to develop

Govs look to shape energy, transportation

disadvantage because their costs would be greater than those of companies elsewhere in the U.S.

The governors were in Washington, D.C., at the National Governors Association annual winter meeting and will meet the president Monday (Feb. 23).

During their meeting, Browner described the stimulus bill as the largest energy bill in American history, a point Massachusetts Gov. Deval Patrick (D) said showed there were "great opportunities" for proponents of clean and renewable energy. The recently passed stimulus bill includes billions of dollars for building new transmission lines, upgrading the electric grid and improving energy efficiency of homes and government buildings.

The meeting between the governors and top Obama officials resulted from a letter 12 governors sent to President Obama last month seeking a meeting with his energy team. Also present at the meeting were the governors of Colorado, Florida, Kansas, Maryland, Michigan, New Jersey, New York, Oregon and Vermont. Salazar and Browner also met privately with the Western governors Feb. 22.

On the transportation front, the governors agreed Sunday (Feb. 22) during a closed door session to press the Obama administration to include governors as major players in shaping the nation's next long-term federal infrastructure plan. Congress is scheduled to take up the legislation this spring.

According to two governors who attended the meeting, South Dakota Gov. Mike Rounds (R) and Gregoire, the chief executives believe that continuing to rely on the federal gasoline tax to finance the nation's infrastructure system is inadequate.

The governors want Congress and the White House to explore other sources of money, such as borrowing, increased use of tolls, public-private financing and a system in which drivers would be charged according to the number of miles they travel.

"All of them need to be on the table," Gregoire said. During the meeting, NGA released a report, [An Infrastructure Vision for the 21st Century](#), that looks at new ways, both public and private, to finance infrastructure needs

Rounds said the governors did not recommend which source of money is best. "There was no comfort level to suggest a specific tax, but we wanted to say the existing source may no longer be appropriate," he said.

Rounds said the governors are concerned that, with the recession, the debate over future infrastructure policy could get lost. "We don't want this to be on the back burner," he said.

The governors are going to ask Congress to be flexible and not delay the reauthorization of a transportation bill, because the funds are still needed, Gregoire said. "The stimulus is not going to do what we need to get done," she said.

See Related Stories:

[Governors downplay stimulus rift \(1/22/2009\)](#)

[States may defer to Obama on energy, environment \(1/6/2009\)](#)

[Stimulus could hurt transportation bill \(1/14/2009\)](#)

special brochures in Spanish.

Shriver said the programs target "people who have never been to a food bank in their life. They are almost humiliated that they are eligible for food stamps today so we have to lift some of the shame while simultaneously explaining the benefits."

The first ladies of Delaware Iowa and Minnesota also were on hand during a Feb. 21 reception in Washington, D.C., to support the campaign.

Contact Pamela M. Prah at pprah@stateline.org.

Wash. Leg. unveils \$340M highway stimulus plan

CURT WOODWARD

Highway projects from Omak to Willapa Bay would be bankrolled with federal stimulus money under a spending plan announced Tuesday by the Legislature's Democratic transportation leaders.

The Legislature's stimulus spending plan for roads would use about \$340 million of new federal money on 35 highway construction and repair projects around the state. The plan still faces votes in both the House and Senate, and will need final approval from Gov. Chris Gregoire.

State lawmakers said their highway stimulus plan conformed to federal requirements that projects be "ready to go," with half the money being obligated within four months and the rest dedicated within a year.

But the Legislature also is ruffling some big feathers - particularly in Seattle - by leaving local governments' favorite projects off the statewide transportation stimulus list.

Seattle officials wanted projects on two major roadways in the city included on the state stimulus list, and Gregoire pledged to support those projects as part of a plan for replacing the troubled Alaskan Way Viaduct with a tunnel.

Gregoire asked for the estimated \$75 million worth of Seattle projects, but lawmakers left them off the stimulus list. On Tuesday, legislators said they decided early on that the Legislature wouldn't be paying for local government projects with the state's share of highway stimulus money.

Instead, they focused on these criteria: Putting delayed gas tax projects back on track, launching needed repairs to existing roads, making safety improvements and creating or keeping 10 jobs per \$1 million spent, through projects with statewide benefit.

"It's a very principled approach to allocating those funds," said Sen. Chris Marr, D-Spokane, the Senate's No. 2 Democrat on transportation.

Avoiding projects in specific local areas ensures that the spending will "not be viewed by the public as some kind of pork or political reward," Marr said.

Some of the selected projects originally were paid for with recent increases in the state's gas tax, but have been delayed as money has gotten tighter. Lawmakers want to use stimulus money to put some gas-tax projects back on a quicker schedule, such as \$70 million for two projects on Interstate 405.

Other projects were characterized as much-needed repairs to existing highways, such as paving and concrete repairs on Interstate 90.

Local officials will have to take their projects to smaller regional boards that dole out federal transportation money, lawmakers said.

In a statement, Seattle Mayor Greg Nickels said it was "mystifying" that the Legislature wasn't spending its stimulus money on major Seattle projects.

Not putting stimulus money into the state's most important economic center, Nickels said, contradicts the stated purpose of the stimulus program: to revitalize the economy as quickly and effectively as possible.

"This runs contrary to economic good sense, and the explicit directions from President Obama," Nickels said. "Seattle has 17 percent of the jobs of the entire state, and 15 percent of total retail sales."

Microsoft Corp. co-founder Paul Allen also was hoping the Legislature would keep one of the hoped-for Seattle projects on the stimulus list because of benefits for major Allen developments in a portion of Seattle.

The money discussed Tuesday is the largest slice of about \$490 million in federal highway money that came to Washington through the federal stimulus package. The state got about 70 percent of the money, with the rest - about \$150 million - sent to regional transportation boards in the Puget Sound area, Vancouver and Spokane.

The state could get more stimulus dollars for transportation projects through federal transit spending, and grant programs. The state has its own multibillion-dollar transportation budget, which will be passed as part of the 2009 Legislature.



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Construction

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February 25, 2009

State picks 35 projects to get stimulus funds

- *Seattle is not getting \$80 million it was seeking for the Mercer corridor and the Spokane Street viaduct.*

By MARGIE SLOVAN
Journal Staff Reporter

Most of the \$341 million in federal stimulus funding to be dispersed by the state legislature will go to preserving existing roadways and gas tax projects that would otherwise have been delayed because of the state budget deficit.

The state Senate and House transportation committees yesterday announced a preliminary list of projects they will fund.

“Those are the potholes on our freeways,” said Sen. Mary Margaret Haugen, D-Camano Island, who chairs the Senate Transportation Committee. “Those are things we haven’t been able to do.”

To see the complete list go to <http://tiny.cc/n3hF8>.

Another priority for this federal stimulus money is safety projects like rumble strips and cable barriers.

There are 13 projects worth \$198 million west of the Cascades on the list and 20 projects worth \$132 million east of the Cascades, said state Sen. Chris Marr, D-Spokane. Two projects are statewide.

“I don’t have a project in my district and neither does the Senate majority leader,” Marr said.

These projects will create 3,300 jobs across the state, the legislators said.

AGC seminars on stimulus projects

The law firm of Stanislaw Ashbaugh and AGC of Washington said they are preparing presentations on what the stimulus plan means for contractors.

The AGC estimated Washington’s share of the funding will top \$746 million, and said additional state spending has been promised by Gov. Chris Gregoire.

The work will include roads and bridges as well as transportation, water and sewer projects.

Stanislaw Ashbaugh said it will offer seminars at AGC offices around the state to give contractors information about what is being built, schedules, and what to expect in bidding and building these projects.

Except for a few planned gas tax projects that have fallen behind schedule due to state budget constraints, the list contains no projects that mostly benefit one particular area. Those projects could be funded by a separate \$151 million pot of money to be disbursed by regional planning organizations like the Puget Sound Regional Council. (See Feb. 20 DJC, "PSRC ranks projects for stimulus funding.")

Another \$180 million for transit projects is coming to the state.

In addition, the feds will disburse more than \$11 billion nationwide in competitive grants for rail, ferry and highway projects.

The biggest project on the state legislature's list yesterday was a \$70 million gas tax project to build HOV lanes on Interstate 5 in Tacoma.

Seattle is not getting \$80 million it was seeking for the Mercer corridor and the Spokane Street viaduct, though that money was included in a letter of agreement announced last month on the Alaskan Way viaduct replacement project.

"There were no promises made," said state Rep. Judy Clibborn, D-Mercer Island, who chairs the House Transportation Committee. "I told the governor the day before (the letter of agreement was announced) in no uncertain terms there could be no promises made to any project."

Clibborn also said Mayor Greg Nickels has known for weeks that there would be no money for Mercer on the state's list.

The Spokane Street viaduct is set to get \$10 million in federal stimulus funding from the PSRC, but there is no money for the Mercer corridor on PSRC's list.

On Monday, the Seattle City Council voted 5-3 to give the go-ahead for the \$200 million Mercer project in expectation of getting \$50 million in federal stimulus money. The Mercer project still needs a total of \$64 million.

Clibborn said yesterday that Seattle councilmember Jan Drago has known that the \$50 million was not coming from the state. "I did talk to Jan Drago and told her last week," Clibborn said.

City Councilmember Tom Rasmussen said he voted Monday against releasing city money for Mercer until full funding was assured, but he doesn't want to suspend construction.

"We need to discuss what our options are to keep the project going," Rasmussen said. "Both that and the Spokane viaduct are very important elements of the Alaskan Way Viaduct project."

The Spokane and Mercer projects would provide east/west feeder service at the north and south ends of the bored tunnel that is proposed to replace the viaduct.

Drago said in a voice-mail message to the DJC yesterday the city will apply for other federal funding to pay for Mercer. "The USDOT has \$1.5 billion for bridges and roads, and we've applied there," Drago said.

**American Recovery and Reinvestment Act (ARRA)
Washington State Project LEAP Document 2009**
as developed on February 24, 2009

Project selection criteria:

- Advance eligible Nickel/TPA projects back to or near the 2008 Legislative schedule.
- Address the backlog of unfunded and/or underfunded preservation projects.
- Support unfunded and/or underfunded safety improvements statewide, i.e. cable barriers and rumble strips.
- Select projects that are geographically dispersed.
- Job retention and creation (10 jobs per \$1M).

#	BIN	Project Title	Project Type	Stimulus Amount (millions)	Agency Program Region	Comment / Description / Project Type	Ready to go timeframe
First-Tier Projects							
1	840551A	I-405/NE 8th St to SR 520 Braided Ramps	I: Nickel/TPA Funding	\$30.00	UCO	Advance project back to near the 08 Legislative schedule	90
2	840576A	I-405/NE 195th to SR 527 (design build)	I: Nickel/TPA Funding	\$40.00	UCO	Advance project back to near the 08 Legislative schedule	120
3	300504A	I-5/Tacoma HOV	I: Nickel/TPA Funding	\$70.00	OR	Advance project back to near the 08 Legislative schedule	180
4	508201O	I-82/Valley Mall Blvd - Rebuild Interchange	I: Nickel/TPA Funding	\$30.80	SCR	Advance project back to near the 08 Legislative schedule	270
5	400506I	SR 501/Ridgefield Interchange - Rebuild Interchange	I: Nickel/TPA Funding	\$10.00	SWR	Advance project back to near the 08 Legislative schedule	120
6	100552E	I-5/SR 532 vicinity to Starbird Rd vicinity - Concrete Rehab	Unfunded or Underfunded Concrete Preservation	\$9.00	NWR	Address backlog of unfunded and/or underfunded preservation projects.	90
7	100224G	SR 2/Monroe City Limit to Sultan - Overlay	Unfunded or Underfunded Asphalt Preservation	\$4.60	NWR	Address backlog of unfunded and/or underfunded preservation projects.	120
8	1005Q06	I-5, Marysville to Stillaguamish River - ITS	Unfunded or Underfunded Safety Improvement	\$2.50	NWR	Install fiber, cameras, and data stations in corridor. Compliments conduit installation as part of median barrier project.	120
9	400508P	I-5/North Kelso to Castle Rock - Stage 2 - Concrete Rehab	Unfunded or Underfunded Concrete Preservation	\$9.49	SWR	Address backlog of unfunded and/or underfunded preservation projects.	90
10	400510P	I-5/Chamber Way vicinity to Harrison Ave vicinity	Unfunded or Underfunded Asphalt Preservation	\$4.00	SWR	Address backlog of unfunded and/or underfunded preservation projects.	90
11	410309P	SR 103/177th St to Bay Street - Chip Seal	Unfunded or Underfunded Asphalt Preservation	\$0.69	SWR	Address backlog of unfunded and/or underfunded preservation projects.	90
12	401409P	SR 14/Ciffs Rd to Chamberlain/Goodnoe Rd - Chip Seal	Unfunded or Underfunded Asphalt Preservation	\$1.11	SWR	Address backlog of unfunded and/or underfunded preservation projects.	90
13	410110P	Astoria-Meglar Bridge - South End Painting	Other Preservation - Painting	\$12.50	SWR	Estimated WA share - partnership project with Oregon	90
14	409710A	US 97/Centerville Rd to Bickelton Rd & Satus Pass	Unfunded or Underfunded Asphalt Preservation	\$3.80	SWR	Address backlog of unfunded and/or underfunded preservation projects.	120
15	508207V	I-82/Granger to W Grandview - EB - Dowel Bar Retrofit/Concrete Rehab	Unfunded or Underfunded Concrete Preservation	\$5.72	SCR	Address backlog of unfunded and/or underfunded preservation projects.	90
16	508207U	I-82/Granger to W Grandview WB - Dowel Bar Retrofit	Unfunded or Underfunded Concrete Preservation	\$5.70	SCR	Address backlog of unfunded and/or underfunded preservation projects.	90
17	509010U	I-90/Yakima River to W Ellensburg - Paving	Unfunded or Underfunded Asphalt Preservation	\$3.00	SCR	Address backlog of unfunded and/or underfunded preservation projects.	90
18	509003O	I-90/Slide Curve to Cabin Creek - Paving	Unfunded or Underfunded Asphalt Preservation	\$4.20	SCR	Address backlog of unfunded and/or underfunded preservation projects.	90
19	509012D	I-90/E Easton Rd I/C vicinity to Bullfrog Rd I/C - Westbound - Concrete Rehab	Unfunded or Underfunded Concrete Preservation	\$11.18	SCR	Address backlog of unfunded and/or underfunded preservation projects.	90
20	509012D	I-90/Lake Easton to Bullfrog I/C WB - Concrete - Stage 2	Unfunded or Underfunded Concrete Preservation	\$10.00	SCR	Address backlog of unfunded and/or underfunded preservation projects.	120
21	509010Z	I-90/Snoqualmie Summit to Hyak WB - Dowel Bar Retrofit/Concrete Rehab	Unfunded or Underfunded Concrete Preservation	\$5.02	SCR	Address backlog of unfunded and/or underfunded preservation projects.	90
22	5090Q09	I-90 Camera Replacement	Unfunded or Underfunded Safety Improvement	\$0.06	SCR	Replace cameras on pass with no valuable nighttime viewing capabilities with current standards cameras.	90
23	509007Z	I-90/Lake Easton to Big Creek Br EB - Concrete	Unfunded or Underfunded Concrete Preservation	\$23.00	SCR	Address the backlog of unfunded and/or underfunded preservation projects.	270
24	600226A	US 2/Jct SR 211 to Newport - Paving	Unfunded or Underfunded Asphalt Preservation	\$7.83	ER	Address backlog of unfunded and/or underfunded preservation projects.	90

#	BIN	Project Title	Project Type	Stimulus Amount (millions)	Agency Program Region	Comment / Description / Project Type	Ready to go timeframe
First-Tier Projects (continued)							
25	600226A	SR 20 Sherman Pass Highway Advisory Radio Site Upgrade and New Radio at US 395/SR 26	Unfunded or Underfunded Safety Improvement	\$0.24	ER	Upgrade site from trailer-mounted radio system to permanent site. Install new station at Hatton Coulee Rest Area.	90
26	639518N	US 395/Spokane Co Line to Loon Lake - Paving	Unfunded or Underfunded Asphalt Preservation	\$2.38	ER	Address backlog of unfunded and/or underfunded preservation projects.	90
27	620600G	SR 206/Jct US 2 to Bruce Road	Unfunded or Underfunded Asphalt Preservation	\$0.84	ER	Address backlog of unfunded and/or underfunded preservation projects.	90
28	639519C	US 395/Loon Lake to Immel Road - Paving	Unfunded or Underfunded Asphalt Preservation	\$9.03	ER	Address the backlog of unfunded and/or underfunded preservation projects.	90
29	201720E	SR 17/Grant County Airport North - Paving	Unfunded or Underfunded Asphalt Preservation	\$6.29	NCR	Address the backlog of unfunded and/or underfunded preservation projects.	90
30	215500F	SR 155/Omak Eastward - Chip Seal	Unfunded or Underfunded Asphalt Preservation	\$1.06	NCR	Address the backlog of unfunded and/or underfunded preservation projects.	90
31	224300B	SR 243/Mattawa Vicinity - Chip Seal	Unfunded or Underfunded Asphalt Preservation	\$1.66	NCR	Address the backlog of unfunded and/or underfunded preservation projects.	90
32	226200A	SR 262/Potholes Reservoir Area - Chip Seal	Unfunded or Underfunded Asphalt Preservation	\$1.41	NCR	Address the backlog of unfunded and/or underfunded preservation projects.	90
33	228201C	SR 282/Ephrata South - Paving	Unfunded or Underfunded Asphalt Preservation	\$2.29	NCR	Address the backlog of unfunded and/or underfunded preservation projects.	90
34	N/A	Rumble Strips	Unfunded or Underfunded Safety Improvement	\$3.00	statewide	Additional investment to current funding levels.	90
35	N/A	Cable Barrier Retrofit	Unfunded or Underfunded Safety Improvement	\$9.00	statewide	Convert low tension cable to high tension; add a 4th cable to existing posts.	90
GRAND TOTAL				\$341.40			
Projects within 90 days:				\$146.70			
Projects 91- 120 days:				\$70.90			
Projects > 120 days:				\$123.80			

Second-Tier Projects (projects to be used as substitutes if a First Tier project cannot be constructed)

36	310101F	US 101/Dawley Rd vicinity to Blyn Highway - Add climbing lane	I: Nickel/TPA Funding	\$8.08	OR	Advance project back to near the 08 Legislative schedule	270
37	300518D	I-5/14th Ave Thompson Pl - Add Noise Wall	I: Nickel/TPA Funding	\$4.70	OR	Advance project back to near the 08 Legislative schedule	360+
38	300518C	I-5/Queets Dr E Tanglewild - Add Noise Wall	I: Nickel/TPA Funding	\$3.40	OR	Advance project back to near the 08 Legislative schedule	360+
39	209703F	US 97/S of Chelan Falls - Add Passing Lane	I: Nickel/TPA Funding	\$1.52	NCR	Advance project back to near the 08 Legislative schedule	360+
40	400509C	I-5/North Kelso to Castle Rock - Concrete Rehab	Unfunded or Underfunded Concrete Preservation	\$6.00	SWR	Address backlog of unfunded and/or underfunded preservation projects.	90
41	400509B	I-5/Todd Rd to Headquarters Rd	Unfunded or Underfunded Asphalt Preservation	\$3.00	SWR	Address backlog of unfunded and/or underfunded preservation projects.	90
42	508207V	I-82/Granger to W Grandview EB - Dowel Bar Retrofit	Unfunded or Underfunded Concrete Preservation	\$11.40	SCR	Address backlog of unfunded and/or underfunded preservation projects.	90
43	109040Q	I-90/Two Way Transit, Stage 2 - Dowel Bar Retrofit	Unfunded or Underfunded Concrete Preservation	\$9.00	UCO	Address backlog of unfunded and/or underfunded preservation projects.	270
44	300530H	I-5/Martin Way to 48th Street- Concrete Rehab	Unfunded or Underfunded Concrete Preservation	\$13.54	OR	Address backlog of unfunded and/or underfunded preservation projects.	90
45	619509B	US 195/Hatch Rd to Jct I-90 - Dowel Bar Retrofit	Unfunded or Underfunded Concrete Preservation	\$4.84	ER	Address backlog of unfunded and/or underfunded preservation projects.	90
46	209001O	I-90/Moses Lake - Paving	Unfunded or Underfunded Asphalt Preservation	\$4.90	NCR	Address backlog of unfunded and/or underfunded preservation projects.	90
47	443399A	Lewis & Clark Bridge - Painting	Other Preservation - Painting	\$12.50	SWR	Estimated WA share - partnership with Oregon	360+

GOVERNMENT TECHNOLOGY

SOLUTIONS FOR STATE AND LOCAL GOVERNMENT IN THE INFORMATION AGE

2009 Doers, Dreamers and Drivers

Mar 4, 2009, *By The Staff of Government Technology*

Since 2002, we've dedicated the March issue of *Government Technology* to 25 people who cut through the public sector's infamous barriers to innovation -- tight budgets, organizational inertia, politics as usual, etc. -- to implement changes that reshaped government operations for the better. Congratulations to our 2009 Doers, Dreamers and Drivers.

Debra Bowen, Secretary of State, California

David Clark, State Representative, Utah

Susan Combs, Comptroller of Public Accounts, Texas

Paul Cosgrave, CIO, New York City and Commissioner, New York City Department of Information Technology and Communications

Jascha Franklin-Hodge, Co-founder and CTO, Blue State Digital

Stevan Gorcester, Executive Director, Washington Transportation Improvement Board

Dustin Haisler, CIO, Manor, Texas

Chris Hughes, Co-Founder, Facebook

Jon Huntsman Jr., Governor, Utah

Randell Iwasaki, Chief Deputy Director, California Department of Transportation

Steve Jennings, Executive Director and CIO, Harris County, Texas

Gopal Khanna, CIO, Minnesota

Vivek Kundra, Chief Technology Officer, Washington, D.C.

Dan Lohrmann, Acting Chief Technology Officer, Michigan

David MacDonald, Information Technology Director and Registrar of Voters, Alameda County, Calif.

Roy Mentkow, Director of Technology, Roanoke, Va.

Dominic Nessi, CIO, Los Angeles World Airports

Mark Pray, Director of Information Technology, Aurora, Colo.

Patrick Quain, Assistant Director and CIO, Arizona Department of Administration

J. Pari Sabety, Director, Ohio Office of Budget and Management

Richard Siemer, CIO, New York City Human Resources Administration

Andy Stein, Director of Information Technology, Newport News, Va.

Ken Theis, CIO, Michigan

Doug Thomas, Information Services Manager, Lincoln, Neb.

Bill Willis, Deputy CIO, North Carolina

Government Innovation: Now is the Time to Lead

Mar 3, 2009, By Steve Towns

One could argue the stakes have never been higher for the government IT community.

The rapidly tanking economy has sent states and localities scrambling for automation that can reduce operating expenses or produce new revenue - as long as that new technology costs next to nothing to deploy. Self-service social benefits systems are being tested like never before, as unemployment rises and jobless citizens turn to government programs for assistance. And there's wide speculation that technology will play a significant role in the Obama administration's economic stimulus spending, which could open the door to smart infrastructure investments and other innovative projects - but only if those dollars are spent wisely.

Who will tackle these issues and dozens of others like them? Tech-savvy policymakers, visionary state and local CIOs, and forward-thinking agency managers. In short, people very much like those honored in our 2009 Doers, Dreamers and Drivers issue.

Since 2002, we've dedicated the March issue of Government Technology to 25 people who cut through the public sector's infamous barriers to innovation - tight budgets, organizational inertia, politics as usual, etc. - to implement changes that reshaped government operations for the better. Our 2009 Top 25 list is no different. These are people who took the lead on using technology to solve problems, meet evolving

expectations, and of course, operate more efficiently.

How did we choose these particular 25 people? Given the fact that there are tens of thousands of public officials across the country doing valuable work, we arrive at our Top 25 somewhat subjectively - but not without significant consideration. GT's editorial team and our corporate colleagues at Government Technology Conferences and the Center for Digital Government collectively interact each year with a huge number of public-sector professionals. We've worked personally with many of the individuals on this year's Top 25 list. We believe they're people whose accomplishments deserve and demand recognition. This year, we also recognized two Internet entrepreneurs from the private sector who had a huge impact on President Barack Obama's use of Web 2.0 tools during the 2008 campaign.

As we endure a year fraught with challenges, a clear vision and leadership on technology issues may be more important than ever before. We're confident that our 2009 Doers, Dreamers and Drivers are prepared to answer the call.

Stevan Gorcester: Dashboard Tracks Washington Transportation Improvements

Mar 3, 2009, By *Emily Montandon*

When Stevan Gorcester became executive director of Washington state's Transportation Improvement Board (TIB) in 2001, the agency, which distributes funding for transportation projects, was struggling. According to Gorcester, projects weren't being tracked, and more were in the works than could be financially sustained, leading state lawmakers to mull eliminating the TIB.

"We were in some hurt, and the Legislature had kind of lost faith in us," Gorcester said.

Today the outlook is different. The TIB has a good handle on the data it needs to make good decisions, and that data is available online. TIB's performance dashboard gathers data from internal project databases and displays project status, finances, road conditions and more in real time. A Google mash-up can also overlay the dashboard data on a map.

"Legislators, auditors, the Governor's Office, performance people in the state all think we know what's going on with our business," he said. "The fact is, because of this, we do."

In 2006, the Legislature gave the TIB additional money to improve small-town streets. Because many small municipalities don't have the resources to rate their own roadways, the TIB is doing it and making the data available via the dashboard. Gorcester said the dashboard also helps the agency determine whether it would be cheaper for important projects to be rebuilt rather than repaired. "We know more about the conditions of small towns' streets than probably any of them do."

The Seattle Times

Thursday, March 5, 2009 - Page updated at 12:00 AM

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Federal highway stimulus plan OK'd

By CURT WOODWARD
The Associated Press

OLYMPIA — About \$340 million in federal stimulus money for highways took the express lane through the Legislature, with lawmakers eager to start spending the "use-it-or-lose-it" cash on projects across the state.

The House and Senate quickly approved the highway stimulus plan Wednesday and sent it to Gov. Chris Gregoire, who is expected to sign the plan into law today.

The stimulus plan is contained in an update to the current fiscal year's roughly \$7 billion transportation budget, which dictates state transportation spending through June.

The \$340 million slice of stimulus money is earmarked for highway projects across the state, from Okanogan County to Willapa Bay.

Extensive paving

The Legislature's project list includes extensive paving and repair work on state highways, particularly repairs on Interstate 90, the state's dominant east-west mountain crossing.

Some of the selected projects originally were bankrolled by recent increases in the state's gas tax but have been delayed as money has gotten tighter. Lawmakers want to use stimulus money to put some gas-tax projects back on a quicker schedule, such as \$70 million for two projects on Interstate 405.

Officials in Seattle have bitterly complained that the Legislature's transportation stimulus plan doesn't pay for any projects for the state's largest city and economic epicenter. In particular, Seattle wanted \$75 million for two road projects — Mercer and Spokane streets — that are tied to plans for replacing the troubled Alaskan Way Viaduct with a tunnel.

Billionaire Microsoft co-founder Paul Allen's Vulcan Inc. also has lobbied for stimulus money to be spent in Seattle, because one of the road projects would benefit his extensive new real-estate developments in South Lake Union. Allen and other private landowners in the related area have pledged about \$45 million toward the overall project, the city said.

But legislators did not budge from their project list, despite questions about whether spreading the money all across the state — including lightly populated areas — misses the stimulus package's goal of reinvigorating the hobbled economy.

House Transportation Committee Chairwoman Judy Clibborn, D-Mercer Island, reminded lawmakers that there are other pots of stimulus money for projects that didn't make the state's list, including billions of dollars in federal and local grants.

The 35 projects that did qualify for the state-controlled transportation stimulus had to be ready to go quickly: about half the money has to be dedicated in four months, and the balance spent within a year.

"A vote today is a vote for jobs," Clibborn said.

Catching up

Senate Transportation Committee Chairwoman Mary Margaret Haugen, D-Camano Island, said legislators were concerned with catching up on delayed projects, improving safety and getting done quickly. They didn't look at a map showing locations until later in the decision process, she said.

"A lot of the paving projects will be done by smaller contractors," Haugen said.

Minority Republicans in the House complained they were left out of the planning phases of the stimulus spending, as House and Senate Democrats worked together on a plan that would quickly pass the entire Legislature.

Minority Republicans in the Senate were generally more supportive of the bill: It passed there on a 45-4 vote.

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New street to change look of riverfront

City, PUD prepare for road work

By Christine Pratt

World staff writer

Posted February 03, 2009

WENATCHEE — Say goodbye to industrial and hello to a new look along the city's Columbia River shoreline.

The city expects to begin construction in April on Riverside Drive, a new street that planners hope will one day be lined with restaurants, shops, condos and office space.

Allison Williams, the city's executive services director, said construction should be complete in about six months — by October or November.

"We're praying for good bids. ... This is huge," Williams said Monday after she and Wenatchee Mayor Dennis Johnson briefed PUD commissioners on the project.

The \$9 million street is a central component of the city's plan to entice private investors to redevelop the Columbia River waterfront. Riverside Drive will meander along private property and Chelan County PUD parks from Thurston Street north to Ninth Street, where it will meet Walla Walla Avenue.

Wenatchee developer Randy Zielinski and his Whitebird Construction have already built high-rise condos on Walla Walla Avenue.

Developers have agreed to pay extra to have some area power lines moved underground.

The PUD has completed a new \$3 million substation on Walla Walla Avenue with capacity to handle growth for the next 15 to 20 years, Andrew Wendell, the PUD's Riverside Drive project manager, said Monday.

Officials will power up the new substation in March. The PUD will also:

- Relocate a high-voltage transmission line that runs along the east side of Piere Street between Fifth and Ninth streets. Crews will move the line to the west side of Piere. The PUD will pay the project's estimated \$800,000 cost. The work must be finished by July 1, according to the PUD's contract with the city.

- Extend underground power lines along the new Riverside Drive. The project will cost \$550,000 and be paid for by taxing area property owners via a local improvement district, Wendell said. Work will be done during construction of Riverside Drive, he said.

- Move power lines underground at the intersections of Ninth and Piere streets and at Ninth Street and Walla Walla Avenue. Area land developers will pay the project's \$119,000 cost, Wendell said. Work will be done in July.

The transmission line along Piere Street will remain an overhead line, even in its new location, Wendell said.

Transmission lines carry electricity between substations. All of the PUD transmission lines are overhead due to the high cost of burying them, he said.

The lower-voltage distribution lines that carry electricity to Piere Street-area buildings also will remain overhead.

Piere Street-area developers wanted to bury the lower-voltage distribution lines to improve aesthetics, but decided they didn't want to pay the \$600,000 cost to bury them, Wendell said.

Piere Street will eventually be widened and its intersections redesigned to make it an easier route for trucks and semis.

Riverside Drive will be closed to large trucks, Williams said.

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Riverside Drive work starts this month

By Michele Mihalovich

World staff writer

Posted March 06, 2009

WENATCHEE — The Wenatchee City Council Thursday night approved a contractor for the Riverside Drive project, which could begin as early as March 15 and be completed by November.

Jansen Inc. of Ferndale, one of 13 contractors submitting bids, put in the lowest bid of \$4.1 million.

Steve King, Wenatchee's public works director of engineering, said he'd never seen so many bids before for one project.

The new road, which city officials say is the key to encouraging riverfront development, will run from the foot of Fifth Street, along Piere Street, cut through the old Ninth Street Trailer Park and connect to Walla Walla Street. It is anticipated to cost \$9.4 million with land and right-of-way acquisitions.

Funding will come from a \$4.8 million federal Transportation Improvement Board grant, \$2.5 million from a private Local Improvement District tax and the rest from the city's sewer, water and arterial street funds.

Finance Director Mark Calhoun said the city, as early as next week, will purchase a \$3 million bond anticipation note. The special bond interest rate is set at 85 percent of whatever the prime interest rate is on Wall Street.

Calhoun said the rate Thursday was 3.2 percent, so if the bonds were purchased today, the interest rate would have been approximately 2.7 percent.

"The city is simply fronting the money until the LID kicks in next year," he said.

LIDs typically are taxes paid by developers or property owners for utility improvements in a certain area.

Allison Williams, the city's executive services coordinator, presented the council with several private riverfront projects that are in the works:

Kamkon, owners of the former Ninth Street Trailer Park, are planning a \$109 million mixed-use project that includes 354 condominiums, 57 townhouses, a 92-room hotel and 63,890 square feet of commercial space. The project, expected to be completed by 2012, has the potential to create 231 jobs.

Ted Mischaikov, a Bellingham developer, is planning to convert the Morse Steel buildings and nearby land into a hotel, restaurant, office, residential and retail space, as well as a permanent farmers market. The \$31 million project could create 168 jobs and is expected to be completed by 2011.

Randy Zielinski of Whitebird Inc. in Wenatchee has begun construction of his \$45 million condo and commercial project, which is anticipated to be completed by 2010.

Local developer John McQuaig is planning a \$100 million office building, with an anticipated completion date in 2011.

Construction of a Sterling Hospitality hotel at the Hawley Avenue and Walnut Street intersection will cost \$13 million and has an expected completion date of 2011.

Mayor Dennis Johnson said after the meeting he's thrilled to finally be at the stage where a contract for the road can be awarded.

"Riverfront Drive is the No. 1 component to start opening up the area to development," he said. "This is truly a highlight for the riverfront development vision."

The council unanimously approved the contract award to Jansen, except for Councilwoman Karen Rutherford, who was absent, and Councilman Doug Miller, who did not participate in the vote.

At the beginning of the meeting, Miller said he didn't think adequate public notice had been given according to city code.

He said after the meeting the city's code is silent on the issue of notices being e-mailed, which is how the meeting had been publicized to the media.

City Attorney Steve Smith said he does think adequate notice had been given because the special meeting date had been announced at the last regular City Council meeting.

He said the state code does allow e-mails as a form of official notification, so the city could revise its code to include the word "e-mail."

"It's just not a top priority right now," he said.

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**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-P-808(010)-1	BUCKLEY	SR-410, SR-165, Ryan Rd and 112th	Design	DE	142,500	0	Director
6-W-975(001)-1	BUCODA	Tono Rd SE	Design	DE	66,237	0	Director
6-E-930(003)-1	CLE ELUM	Oakes Avenue	Contract Completion	CC	506,156	-14,614	Director
6-E-910(003)-1	FARMINGTON	Third Street	Design	DE	86,000	0	Director
6-E-927(002)-1	KAHLOTUS	Maryland-Courtwright, Washington	Design	DE	43,000	0	Director
6-E-896(001)-1	LATAH	Market Street	Construction	CN	621,690	0	Director
6-E-890(001)-1	METALINE	Housing Drive & Metaline Avenue	Design	DE	42,900	0	Director
6-W-959(006)-1	OCEAN SHORES	Minard Avenue	Design	DE	30,600	0	Director
874(003)-1	SPRAGUE	First Street	Design	DE	67,000	0	Director
854(002)-1	WATERVILLE	Monroe Street	Contract Completion	CC	755,322	86,547	Director
-960(002)-1	WESTPORT	Westhaven Drive	Design	DE	59,928	0	Director
947(007)-1	ZILLAH	West First Avenue	Design	DE	54,570	0	Director
Total SCAP Change						71,933	
SCPP Program							
2-E-907(001)-1	ALBION	FY 2009 Seal Coat Project	Audit	CC FV AD	9,137	953	Director
2-E-908(001)-1	COLTON	FY 2009 Seal Coat Project	Audit	CC FV AD	15,096	-2,052	Director
2-W-832(001)-1	CONCRETE	Main Street Sidewalks	Contract Completion	CN BA CC	14,981	-19	Director
2-W-832(002)-1	CONCRETE	FY 2010 Sidewalk Maintenance Project	Construction	DE CN	100,000	0	Director
2-E-878(002)-1	COULEE DAM	2009 WSDOT Chip Seal	Bid Award	BA	70,000	0	Director
2-W-827(001)-1	COUPEVILLE	Overlay Project	Audit	CC FV AD	57,000	0	Director
2-E-879(001)-1	ELMER CITY	2009 WSDOT Chip Seal	Bid Award	BA	30,000	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-889(001)-1	IONE	Eighth Avenue Overlay	Audit	CC FV AD	142,603	-2,277	Director
2-E-927(001)-1	KAHLOTUS	FY 2010 Seal Coat Project	Construction	CN	23,781	0	Director
2-E-931(003)-1	KITTITAS	FY 2010 Overlay Project	Construction	DE CN	100,000	0	Director
2-W-949(001)-1	LA CENTER	FY 2009 Overlay Project	Audit	FV AD	114,848	0	Director
2-E-880(002)-1	NESPELEM	2009 WSDOT Chip Seal	Bid Award	BA	95,000	0	Director
2-E-855(001)-1	REPUBLIC	FY 2009 Overlay Project	Bid Award	BA	142,532	48,532	Director
2-E-845(002)-1	RITZVILLE	FY 2009 Seal Coat Project	Contract Completion	CC	65,418	0	Director
2-E-874(002)-1	SPRAGUE	FY 2010 Sidewalk Maintenance Project	Construction	DE CN	175,000	0	Director
2-E-919(001)-1	TEKOA	FY 2009 Seal Coat Project	Audit	CC AD	34,871	-11,063	Director
846(002)-1	WASHTUCNA	FY 2010 Seal Coat Project	Construction	CN	28,913	0	Director
875(001)-1	WILBUR	FY 2010 Seal Coat Project	Construction	DE CN	49,093	0	Director
867(003)-1	WILSON CREEK	FY 2010 Seal Coat Project	Construction	DE CN	20,000	0	Director
Total SCPP Change						34,074	

Program

P-W-156(P04)-1	BELLINGHAM	Meador Avenue Pedestrian Bridge	Construction	DE CN	175,000	0	Director
P-P-800(P03)-1	BLACK DIAMOND	Morgan Street	Construction	DE CN	170,000	0	Board
P-P-125(P06)-1	BURIEN	Ambaum Blvd SW/S 156th St	Audit	CC FV AD	150,000	0	Director
P-P-139(P01)-1	EDMONDS	Caspers Street/9th Avenue N/Puget Drive (SR-524)	Construction	DE CN	250,000	0	Director
P-E-895(P01)-1	FAIRFIELD	Main Street	Construction	DE CN	52,098	0	Director
P-E-903(P05)-1	KETTLE FALLS	SR-395 (North Side)	Construction	DE CN	192,945	0	Director
P-P-141(P03)-1	MOUNTLAKE TERRACE	230th Street SW	Construction	DE CN	245,995	0	Director
P-W-959(P04)-1	OCEAN SHORES	Ocean Shores Boulevard	Construction	DE CN	350,934	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-916(P04)-1	PALOUSE	H Street	Construction	DE CN	130,000	0	Director
P-E-174(P03)-1	PASCO	Argent Road and Road 84	Construction	CN	200,000	0	Director
P-E-171(P05)-1	RICHLAND	Aaron Drive	Contract Completion	CC	110,117	-833	Director
P-W-950(P01)-1	RIDGEFIELD	Division Street	Contract Completion	CC	65,609	-606	Director
P-P-814(P01)-1	ROY	SR 507	Audit	FV AD	291,747	0	Director
P-E-032(P05)-1	SPOKANE COUNTY	Freya Street	Construction	DE CN	139,952	0	Director
P-E-176(P01)-1	WALLA WALLA	Plaza Way	Contract Completion	CC	34,560	0	Director
P-W-960(P01)-1	WESTPORT	Ocean Avenue	Bid Award	BA	50,000	0	Director
Total SP Change						-1,439	

UAP Program

154(013)-1	ANACORTES	SR-20 Spur/Commercial Avenue	Design	DE	0	0	Director
156(038)-1	BELLINGHAM	Northwest Avenue Roundabout	Design	DE	150,000	0	Director
006(037)-1	CLARK COUNTY	NE 88th Street	Design	DE	1,800,000	0	Director
110(005)-1	DES MOINES	16th Avenue S	Audit	CC FV AD	2,986,767	0	Director
009(008)-1	EAST WENATCHEE	Kentucky Avenue	Withdrawn	WD	0	-1,600,042	Director
124(004)-1	ENUMCLAW	Garrett Street & Battersby Avenue	Design	DE	397,000	0	Director
8-4-173(026)-1	KENNEWICK	4th Avenue	Construction	CN	1,703,640	0	Director
8-4-173(027)-1	KENNEWICK	Olympia Street	Design	DE	165,600	0	Director
8-5-197(020)-1	LACEY	Carpenter Road SE (Design Only)	Contract Completion	CN BA CC	660,000	0	Director
8-5-197(023)-1	LACEY	Mullen Road SE	Contract Completion	CC	2,792,789	0	Director
8-1-140(018)-2	LYNNWOOD	Olympic View Drive	Bid Award	BA	1,500,000	0	Director
8-1-205(002)-1	MAPLE VALLEY	Maple Valley Highway (SR 169)	Audit	CC FV AD	4,092,580	0	Director
8-1-101(150)-1	SEATTLE	Greenwood Ave N	Bid Award	BA	2,170,788	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-101(152)-1	SEATTLE	51st Avenue South	Withdrawn	WD	112,952	-1,679,453	Director
8-1-101(153)-1	SEATTLE	Aurora Avenue North (SR 99)	Withdrawn	WD	361,891	-4,553,650	Director
8-4-182(007)-1	SELAH	East Fremont Avenue	Contract Completion	CC	306,908	-525	Director
8-5-194(009)-1	SHELTON	Northcliff Road	Audit	CC FV AD	2,399,934	0	Director
8-3-165(084)-1	SPOKANE	Francis Avenue	Design	DE	516,554	0	Director
8-3-032(063)-1	SPOKANE COUNTY	Freya Street	Bid Award	BA	470,481	-213,518	Director
8-3-208(001)-1	SPOKANE VALLEY	Barker Road	Audit	CC FV AD	1,674,955	-371	Director
8-4-179(008)-1	SUNNYSIDE	South 1st Street	Bid Award	BA	1,000,000	0	Director
8-1-128(085)-1	TACOMA	Narrows Dr/North 26th St	Audit	FV AD	1,493,238	0	Director
8-1-160(023)-1	WENATCHEE	Walnut Street	Audit	CC FV AD	1,656,000	0	Director
Total UAP Change						-8,047,559	

UCP Program

9-W-830(002)-1	BAINBRIDGE ISLAND	Winslow Way	Design	DE	300,000	0	Director
9-P-113(010)-1	FEDERAL WAY	South 356th Street	Bid Award	BA	3,032,763	-1,317,770	Director
9-W-197(007)-1	LACEY	Mullen Road	Design	DE	60,000	0	Director
9-P-102(013)-1	RENTON	Rainier Avenue South	Design	DE	946,300	0	Director
9-P-202(004)-1	SHORELINE	Aurora Avenue N (SR-99)	Design	DE	1,108,445	0	Director
9-E-165(017)-1	SPOKANE	Market Street (NB Couplet)	Design	DE	168,150	0	Director
9-W-196(005)-1	TUMWATER	Tumwater Blvd (Airdustrial Way)	Audit	CC FV AD	2,400,000	0	Director
9-E-160(004)-1	WENATCHEE	Riverside Dr/Piere St/Worthen St	Bid Award	CN BA	4,882,039	0	Director
9-P-198(007)-1	WOODINVILLE	Woodinville Redmond Road (SR 202)	Construction	CN	2,100,000	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
				Total UCP Change		-1,317,770	
				Total Change		-9,260,761	

PND - Pending	CC - Contract Completion
PD - Predesign	FV - Final Voucher
DE - Design	AD - Audit
CN - Construction	WD - Withdrawn
BA - Bid Award	



Project Cut List

March 26, 2009

BACKGROUND

At the January Board meeting, the Executive Director reported on the possible need for a reduction in the number of projects TIB carries on inventory. The revenue projection for the 2009 fiscal year (July 1, 2008 through June 30, 2009) dropped \$10.5 million from the same quarter forecast of 2005, with the six-year forecast dropping a total of \$70 million. Based on the March 2009 revenue forecast, the target size of \$380 million and the current inventory of \$330 million are still too large for the next six-year period.

STATUS

TIB staff prepared a draft cut list policy for board consideration with three categories in mind: Retain, Contingency, and Cut. The draft policy is on pages 56 and 57 with definitions and conditions within each category to allow the staff to scrutinize the inventory for project viability and cash flow for the next 12 to 18 months.

TIB staff divided the potential cut list projects into three groups depending on the likelihood that the projects will move to construction within set schedules. TIB staff then contacted each customer agency to request responses to the possibility that the project could be cut. The responses are included on pages 58 through 96. Some of the projects were anticipating federal stimulus funding and when not received, chose to withdraw the project. The following is a summary of the potential cut list:

	Retain	Contingency	Cut	Withdrawn*
Group 1	1	0	5	3
Group 2	5	4	0	0
Group 3	0	5	5	1
Total	6	9	10	4

* Of the projects on the cut list, these are voluntarily withdrawn by lead agency

As no suspension would take place before the March board meeting or before the stimulus package released, this is the first schedule hearing for the projects identified under group one.

RECOMMENDATION

Staff recommend the board adopt the draft cut list policy and apply it to group one of the potential cut list with further consideration for groups two and three in subsequent Board meetings.

**Transportation Improvement Board
Potential Cut List**

Group	Agency	Project	Selected	Original Bid Date	Total Cost	TIB Funds	Remaining TIB Funds	Proposed Bid Date	Comments	Proposed Action
1	Port Orchard	Tremont St.	Nov. 2006	Jul 2007	5,000,000	1,700,000	1,700,000	March 2011	Project will be withdrawn	Cut
1	Kitsap Co.	Bethel Rd.	Nov. 2003	Jan 2004	4,320,000	1,728,000	1,276,000		Project will be withdrawn	Cut
1	Snoqualmie	SR – 202	Nov. 2004	Apr 2006	2,848,000	1,708,800	1,503,600		Project will be withdrawn	Cut
1	Spokane	Monroe/Lincoln Connector	Nov. 2003	Feb 2005	1,029,000	617,400	548,700		Project will be withdrawn	Cut
1	Pierce Co. (Pacific)	Stewart Rd.	Nov. 2003	Mar 2005	4,919,000	3,056,600	2,164,756	March 2011	R/W acquisition and SR-167 to Valentine	Cut
1	Pierce Co. (Pacific)	Stewart Rd.	Nov. 2003	Mar 2005	600,000	250,000	250,000	June 2009	Construct signal at Stewart/Valentine	Retain/ Review in June
			Subtotal:		18,716,000	9,060,800	7,443,056			
2	Douglas Co.	North Baker Ave.	Jan. 2001	Apr 2003	2,925,000	1,278,799	1,018,099	March 2009	Bid opening is scheduled for April 28, 2009.	Retain/ Review in June
2	Pierce Co. (Sumner)	Stewart Rd.	Nov. 2002	Dec 2004	10,576,544	4,125,600	3,391,771	June 2009	County plans to award by June 2009.	Retain/ Review in June
2	Seattle	E. Marginal Way Overpass	Jan. 2000	Apr 2004	33,300,000	7,300,000	5,960,000	June 2009	Port plans to award by June 2009	Retain/ Review in June
2	Spokane	Havana St.	Nov. 2004	Sept 2005	12,035,500	1,975,000	1,975,000	Jan 2010	City plans to award by early 2010	Contingency
2	Thurston Co.	Yelm Highway	Nov. 2005	Feb 2007	6,600,000	3,900,000	3,900,000	Jan 2010	County plans to award in early 2010	Contingency
2	Yakima	Lincoln Ave. R/R Crossing	Nov. 2005	Feb 2006	11,913,017	3,000,000	3,000,000	June 2009	City will award in June 2009.	Retain / Review in June
2	Oak Harbor	N. Oak Harbor St.	Nov. 2003	Apr 2006	2,486,599	1,300,001	1,179,621	July 2009	City plans to award July 2009	Retain/Contingency Review in June
2	Milton	Milton Way	Nov. 2003	Apr 2007	1,900,580	1,330,406	1,330,406	Spring 2010	Right of way may delay until 2010	Contingency
2	Lewis County	Airport Rd Ext.	Nov. 2005	Feb 2007	9,201,738	3,000,000	3,000,000	March 2012	County will award by March 2012	Contingency
			Subtotal:		90,938,978	27,209,806	24,754,897			

Transportation Improvement Board Potential Cut List

Group	Agency	Project	Selected	Original Bid Date	Total Cost	TIB Funds	Remaining TIB Funds	Proposed Bid Date	Comments	Proposed Action
3	Clark Co.	I-5/Salmon Creek Interchange	Nov. 2003	Mar 2007	22,060,000	8,000,000	6,161,400	March 2011	County is completing design, right of way, and permitting. Will use bonding to construct in spring 2011	Contingency
3	East Wenatchee	Kentucky Ave.	Nov. 2005	Feb 2009	2,285,774	1,600,042	1,600,042		Project has been withdrawn	Cut
3	Fife	20 th St. East	Nov. 2003	Jan 2005	4,589,999	3,020,499	2,624,433		Project will be withdrawn	Cut
3	Lakewood	Bridgeport Way SW	Nov. 2003	Mar 2006	1,244,600	734,300	734,300	March 2010	City has delayed the project until 2010 due to a funding shortfall and lack of local match.	Contingency Review in June
3	Olympia	Harrison Ave.	Nov. 2003	Jan 2009	1,236,335	669,200	642,241	May 2010	Right-of-way issues have delayed construction until spring 2010.	Contingency
3	Puyallup	9 th St. SW	Nov. 2004	Dec 2005	4,277,777	3,278,001	2,915,784	August 2009	The city expects to complete r/w acquisition and award by August 2009.	Retain Review in September
3	Renton	Rainier Ave. S.	Nov. 2003	Dec 2005	3,670,000	2,202,000	1,803,000	March 2010	City will construct all three stages in 2010.	Retain/Contingency Review in June
3	Spokane Valley	Park Rd. Grade Separation	Nov. 2006	Feb 2008	16,520,000	2,000,000	2,000,000	March 2012	Design is 30% complete, right of way has not begun and they are hoping for construction funding in 2010 federal appropriation	Cut
3	Tukwila	Southcenter Parkway Extension	Nov. 2005	Jan 2006	18,600,000	5,000,000	5,000,000	March 2010	Construction Only - Right-of-way issues have delayed construction until spring 2010.	Contingency Review in June
3	Whatcom Co.	Yew St. Rd.	Nov. 2003	May 2004	4,205,000	1,721,000	1,636,000	May 2010	Right of way and environmental issues have delayed project until 2010.	Cut

Revised March 16, 2009

**Transportation Improvement Board
Potential Cut List**

Group	Agency	Project	Selected	Original Bid Date	Total Cost	TIB Funds	Remaining TIB Funds	Proposed Bid Date	Comments	Proposed Action
3	Yakima	Martin Luther King, Jr. Blvd. (B St.) R/R Undercrossing	Nov. 2006	Aug 2007	19,590,000	1,500,000	1,500,000		Right of way issue has been resolved but there is an \$8M funding shortfall.	Cut
			Subtotal:		98,279,485	29,725,042	26,617,200			
			TOTAL:		207,934,463	65,995,648	58,815,153			

TIB CUT LIST POLICY – DRAFT

INTENT: TIB Cut List Policy will result in a stricter allocation of funds based on the 2009 and 2010 bid award dates. TIB's payment analysis and weak revenue have resulted in a need to scrutinize the inventory for project viability and cash flow for the next 12 to 18 months.

Project Conditions for Staff Recommendations to Retain, Contingency, or Cut

	RETAIN	CONTINGENCY	CUT
What is the definition of each category of Retain, Contingency, and Cut?	TIB commitment remains.	Project has a high probability of moving forward, therefore, is eligible for funding if TIB funds become available.	The Board eliminates remaining funds.
What criteria will the Board apply to decide which projects to retain, place in contingency, or cut?	<ul style="list-style-type: none"> • Project that is fully funded. • Project with an award date in 2009. 	<ul style="list-style-type: none"> • Project with an award date in 2010 or beyond. • Project that has a reliable financial plan to meet full funding (e.g. TIF funding, bonding authority, STP funds, etc). 	<ul style="list-style-type: none"> • Project with an unreliable financial plan to achieve full funding. • Project tied to another transportation project that has lost funding.

	RETAIN	CONTINGENCY	CUT
What conditions apply to projects that are retain, contingency, or cut?	<ul style="list-style-type: none"> • An agency is required to commit to a construction bid award date. • A project may not be awarded more than one month prior to the commitment date. • A project not awarded within 30 days of its commitment date is moved to the contingency list. • Requires monthly progress billings. 	<ul style="list-style-type: none"> • All future TIB construction funding is suspended. • TIB design and right-of-way funding continues. • Agencies do not need to reapply for TIB funds in a future funding cycle. • Only the board may restore the project to full funding. 	<ul style="list-style-type: none"> • In accordance with the Fuel Tax Distribution Agreement sections 7.4 Termination for Convenience and 7.5 Termination Procedure, TIB may, by ten days notice, beginning on the second day after the mailing, terminate the agreement. • Agency may reapply in future funding cycles.

Contingency General Policies:

- Construction funds are suspended for a project on the contingency list. Approved costs for design and right-of-way may continue to be reimbursed by TIB.
- A project on contingency will be reviewed annually by the Board.

How does a project get off of Contingency?

The project returns to active status when:

- If TIB funds are available, the Board will consider agency requests to restore construction funding for a project that is construction ready. Construction ready is defined as the PS&E packages is complete, right of way is certified, all necessary permits are received, and sufficient other funding is certified to the project to ensure completion.

To CUT the project:

- The project is no longer viable.
- Projects with unreliable financial plans, projects tied to other transportation that lost funding, or are substantially delayed from the bid award date may be cut.
- A project that moved from contingency to active status must be awarded by the next board meeting, or the project is automatically cut.



proud past, promising future

CLARK COUNTY
WASHINGTON

PUBLIC WORKS

February 27, 2009

Stevan E. Gorcester
Executive Director
Washington State Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

RECEIVED
MAR 02 2009
TIB

Dear Mr. Gorcester:

SUBJECT: I-5/Salmon Creek Interchange – Project #9-W-006(023)-1

I'm writing in response to your letter of January 29, 2009, that describes the funding difficulties that the Transportation Improvement Board (TIB) now faces. We understand the situation and we appreciate the time you and your staff spent with us earlier this week discussing the implications for our Salmon Creek Interchange Project (SCIP).

In spite of the current financial situation, we do have good news to report on the progress of our project. After many months of dispute, National Marine Fisheries Service (NMFS) has informed us that the project's Biological Opinion (BO) will be issued in the next few weeks and that the required environmental mitigations will not be extraordinary. Receiving the BO will allow the project team to continue with design, permitting and property acquisition so that the project can be under construction by the early spring of 2011. The Clark County elements of the project may proceed by a separate contract somewhat earlier than the WSDOT portions of the project.

While the project proceeds towards construction, we are also moving forward with our financing plan. Initially, Clark County had planned to borrow sufficient funds to advance the WSDOT portions of the project. This idea is now moot, as the dispute over the BO has delayed the project to the point that WSDOT's nickel funds will now be available at the time the project is ready to construct in 2011.

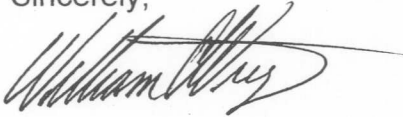
Public Works has been coordinating with our Treasurer's office and our Board of County Commissioners to sell Bond Anticipation Notes (BAN's) to cover cash flow shortfalls during the project's construction period. The Board has also committed to issuing General Obligation Bonds to cover the unfunded balance of the project, now estimated at \$18 million.

Washington State Transportation Improvement Board
Page 2
February 27, 2009

Clark County remains totally committed to completing the SCIP, and we look forward to remaining eligible for the remainder of the project's TIB grant funds. To that end, we support having the SCIP placed on a contingent funding list.

We understand the challenges that TIB faces and the tough choices that you will have to make in the coming months. With hope for an improvement in your agency's financial situation, we look forward to TIB being able to support project construction in 2011/2012. Please keep us posted on your financial situation and don't hesitate to contact us with any questions pertaining to this matter. I can be reached at (360) 397-6118 x 4523.

Sincerely,

A handwritten signature in black ink, appearing to read "William C. Wright", with a stylized flourish at the end.

William C. Wright, P.E.
Transportation Programming Manager

wcw/aj

cc: Peter Capell, Public Works Director
Susan Wilson, CPS



DOUGLAS COUNTY
TRANSPORTATION & LAND SERVICES

140 19TH STREET NW, SUITE A • EAST WENATCHEE, WA 98802

PHONE: 509/884-7173 • FAX: 509/888-0406

www.douglascountywa.net

February 17, 2009

Mr. Stevan E. Gorcester
Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

RECEIVED
FEB 24 2009
TIB

RE: Project Number 8-3-009(005)-1
North Baker Avenue, 23rd St NE to 27th St NE
Project Status Update

Dear Mr. Gorcester,

In response to your letter dated January 29, 2009, the North Baker Avenue project is on schedule. This is the road improvement section from 23rd St NE to 27th St NE; a scope change requested by Douglas County and approved by the TIB Board during the September 30, 2008 board meeting.

Right-of-way acquisition is complete for this section from 23rd to 27th Street; we will be forwarding the right-of-way map for certification to the State of Washington Local Programs office next week. Date for advertisement is scheduled for March 24, 2009, bid opening April 28 and construction to start in May; it is our goal to complete construction prior to school starting in August.

I will be available to answer any questions before or during the board's work session in Spokane this June.

Sincerely,

A handwritten signature in cursive script, reading "Douglas E. Bramlette".

Douglas Bramlette, PE, PLS
County Engineer



CITY OF EAST WENATCHEE

OFFICE OF THE MAYOR

271 9TH STREET NE • EAST WENATCHEE, WA 98802

PHONE (509) 884-9515 • FAX (509) 884-6233

February 3, 2009

Stevan E. Gorcester
Transportation Improvement Board
Post Office Box 40901
Olympia, WA 98504-0901

FEB 13 2009

RE: The Kentucky Avenue Reconstruction Project (Project Number: 8-3-009(008)-1)

Dear Mr. Stevan E. Gorcester

On behalf of the City, I would like to express my gratitude for the ongoing technical and financial assistance provided by the Transportation Improvement Board (TIB) in funding improvements to East Wenatchee's transportation network. With the assistance of TIB, East Wenatchee has delivered some extraordinary projects over the past few years and we look forward to working with your agency in the future, continuing to build and improve transportation systems within our community.

In 2006, the Kentucky Avenue Project was transferred from Douglas County to the City of East Wenatchee as part of annexation. In 2005, Douglas County was awarded a grant of \$1,600,042 for a total estimated project cost of \$2,285,774. The transfer of the project to our jurisdiction meant that we were then responsible for the local matching funds to construct the project. In 2007, the City had RH2 Engineering complete a scoping report revising the construction estimate. This resulted in a recommendation to break the project into phases since the overall project cost increased from \$2,285,774 to \$7,747,572. Our intention was to request approval from TIB to construct the project in 3 phases and seek additional funds to complete the project. We were unsuccessful in a bid for federal grant funds last year. The additional cost of this project and inability to obtain additional funding jeopardizes the City's ability to complete the project in the timeframe of the grant deadlines.

I received your letter regarding the reduction in project inventory for 2009. It is unfortunate that any of these projects must be cut, but I can understand the financial challenges TIB is facing. Along with TIB and others in the Nation, the City of East Wenatchee has some difficult economic times ahead. Consequently, The City of East Wenatchee is voluntarily relinquishing the \$1,600,042 in TIB funds awarded to the Kentucky Avenue Project in 2005.

Kentucky Avenue is a vital link in our transportation system and the City intends to make application for funding this project at a later date. We hope the Board will favorably consider the Kentucky Avenue Project in future applications for funding.

Sincerely,
City of East Wenatchee


Steven C. Lacy, Mayor



KITSAP COUNTY BOARD OF COMMISSIONERS

Efficient, accessible and effective county services

Steve Bauer
DISTRICT 1

Charlotte Garrido
DISTRICT 2

Josh Brown
DISTRICT 3

Nancy Buonanno
Grennan
County Administrator

February 4, 2009

Stevan E. Gorcester
Executive Director
Washington State Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

MAR 09 2009

Subject: TIB Project Number #8-2-018(005)-1
Bethel Road (Crawford Lane SE to 350' n/o Lund Ave SE)

Dear Mr. Gorcester:

In response to your letter of January 29, 2009, Kitsap County is regretfully withdrawing from the grant program for TIB funding on Bethel Road.

County and TIB funds already spent on design and right-of-way have been used efficiently and with purpose. Completing the design allowed the County to secure necessary rights-of-way as development occurs within the corridor. Acquiring the stormwater management sites secures these critical properties when the project moves forward. It's our hope that TIB recognizes that funds spent to date on Bethel were a good investment on a critical project. The community has not lost their resolve to complete this high priority project, but cannot proceed with the project at this time.

Kitsap County has been actively involved in final design of the improvements since 2000. The project was split into three phases when the design was initiated, with phase one slated for construction in 2004, phase two in 2005 and phase three in 2006. Utility and constructability issues lengthened work for the entire project over two construction seasons, with site preparation and utility work during the first year and final road construction the second year. We are currently at the 95-percent design level on the project and are in the process of updating required environmental permits. We've also acquired right-of-way for our stormwater facilities, wetland mitigation areas and total take parcels. To date, Kitsap County has spent approximately \$4,100,000 on this effort, including \$452,000 in TIB funds.

As you know, the project site is within the City of Port Orchard's Urban Growth Area and likely to be annexed into the City of Port Orchard in the future. An interlocal agreement with the City is required to outline how any debt would be retired upon annexation of the Bethel corridor.

Proposed funding strategies were presented to the Board of County Commissioners on March 12, 2007. The preferred alternative at that time was a three-way split between the County Road Fund, a County Road Improvement District (CRID), and a Transportation Benefit District (TBD). The allocation was determined based on traffic generation and the concept that existing traffic volumes would be funded by the road fund, future pass-through traffic by the TBD, and destination traffic by the CRID.

614 Division Street, MS-4 • Port Orchard, Washington 98366-4676 • (360) 337-7146 • FAX (360) 337-4632
From: Olalla (253) 851-4147 • Bainbridge Island (206) 842-2061
www.kitsapgov.com

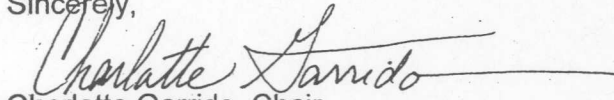
KITSAP COUNTY

The County recently completed a formal poll of citizens residing in the benefit area. Our hope was that this poll would lead to a funding strategy supportable by the public, the City of Port Orchard, and Kitsap County. Unfortunately the survey results did not support funding the project through a transportation benefit district or CRID.

We appreciate the support of the Transportation Improvement Board on this challenging project. We also regret that a financial plan for this high priority Bethel Corridor road widening has not materialized. We're hopeful that TIB funding may be an option when the project moves forward.

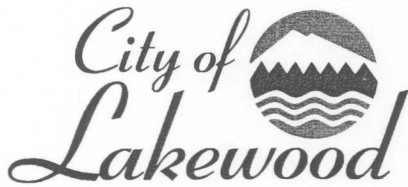
If you have questions, comments, or require additional information, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script, reading "Charlotte Garrido", followed by a horizontal line.

Charlotte Garrido, Chair
Board of County Commissioners

cc: Randy Casteel, Public Works Director
Jonathon Brand, County Engineer
Tina Nelson, Senior Program Manager - Engineering
Yvonne Iskra, Grant Administrator



Douglas G. Richardson
Mayor

25 February 2009

Don Anderson
Deputy Mayor

Claudia B. Thomas
Council Member

Attention: Mr. Stevan Gorcester, Executive Director
Washington State Transportation Improvement Board
505 Union Avenue SE, Suite 350
Post Office box 40901
Olympia, WA 98504-0901

Helen McGovern
Council Member

Re: Bridgeport Way Street Improvement (Steilacoom Blvd to 83rd St) project
Project Number: 8-1-199(009)-1

Walter Neary
Council Member

Dear Steve,

Ron Cronk
Council Member

Following up on your January 29th letter which denoted the possibility of withdrawing TIB's grant funds (\$734,300) from the above referenced City street improvement project it is my intent that before the Board's September 24th meeting that we confirm to your staff whether or not we have all the necessary funds to complete this project. Presently, we have spent approximately \$250,000 on this project for which we have completed the environmental phase and are at the 90% complete stage per the construction plans and specs. We have also fully funded for this year the monies (\$250,000) needed to acquire all the rights-of-way associated with it.

Andrew E. Neiditz
City Manager

Heidi Ann Wachter
City Attorney

While we have been pursuing the implementation of this project, and while this project was originally fully funded, the fact is like everyone else we to have been experiencing revenue short falls. As a result, with respect to the construction phase, we are now short by about \$1,100,000. While we are presently short we are not, however, ready to throw in the towel. Our plan to fill this short fall is via some combination of federal grant monies and city funds (hopefully more grant money than city funds).

Alice M. Bush, MMC
General Services Director
City Clerk

Luckily for us there is a federal grant program this year through PSRC, for which through the County Wide piece thereof, this project should rate high enough to get funded in part or in full. A decision on whether or not we get funded, for all practical purposes, would be known in July. If we are successful the federal monies would be available on January 1st of 2010, thus keeping the project on track. Further, since this project has been federalized from its beginning, to now get federal funds would not affect its implementation schedule.

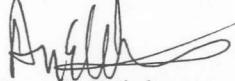
RECEIVED
MAR 02 2009
TIB

Mr. Stevan Gorcester
Page 2
25 February 2009

While I know you can't make any promises, I am hoping that TIB staff will work with us to keep this project alive if we are successful in filling the short fall. My worst fear would be to successfully secure the federal grant money and then still loose the TIB grant. For us that would be a double whammy, as I would not only have to relinquish the federal grant funds, but I would also have lost opportunity that those federal funds could have gone to another Lakewood project.

Anyway, your concurrence that TIB staff will work with us to keep this project alive if we are successful in our federal grant efforts would be helpful. Thank you for your consideration.

Very Truly Yours,



Don E. Wickstrom, P.E.
Public Works Director

DEW:kmd
cc:file



John W. Huestis
Director/County Engineer

Rod Lakey
Assistant County Engineer

Department of Public Works

Administration • Engineering Services • Traffic • Road Maintenance • Real Estate Services • Waste Management

February 27, 2009

Stevan E. Gorcester, Executive Director
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

RECEIVED
MAR 2 2009
FEB 27 2009
TIB

Re: Funding: Airport Road Extension – TIB Project No. 9-W-021(003)-1

Dear Mr. Gorcester:

This letter is in response to your letter dated February 4, 2009 notifying Lewis County of the current condition of the TIB budget and the proposed reduction in project inventory in 2009 as well as the meeting between yourself and the project stakeholders and partners that occurred on February 26, 2009.

Understanding that the above referenced project is on the list that may have TIB funds withdrawn due to the delayed status, it is our intent to reassure the TIB that this project remains a viable project and is a critical component of the transportation improvements needed to support the economic development of Lewis County and the Centralia / Chehalis communities. This project is also a critical link of the Washington State Department of Transportation's plans for the much needed improvements to the Interstate 5 corridor through the twin cities.

The project partners remain firmly committed to the successful completion of this project, both from the position of dedication and availability of local funds required for the project as well as the local cooperation and coordination necessary for the successful delivery of the project to remain on schedule for the proposed bid date of March 2012.

As you requested, please find the following current estimate of project costs for the 2012 project horizon as well as the breakdown of committed funds by project partners:

Current Estimate of Probable Project Cost:	\$10,750,000
Lewis County:	\$ 500,000
WSDOT:	\$5,250,000
City of Chehalis:	\$1,627,000
Chehalis-Centralia Airport:	\$ 333,000
CCA Retail Two:	\$ 272,000
TIB Grant Funds:	\$3,000,000
Total Project Funds Currently Committed:	\$10,982,000

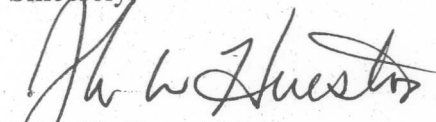
February 27, 2009
Stevan E. Gorcester, Executive Director
Transportation Improvement Board
Page 2

A significant portion of the project that lies within the City of Chehalis jurisdiction has already been constructed. It should be noted that the City of Chehalis, Chehalis-Centralia Airport and CCA Retail Two have already expended or donated their committed funds on this project for a total project investment contribution to date of \$2,232,000. We believe that this exemplifies the local commitment to this project. It is my belief that all partners remain equally determined to deliver this important project.

At the February 26 meeting we were made aware of the possibility of the creation of a "Contingency List" for those projects that are very viable projects with committed revenue but may have protracted schedules for various reasons. We believe that the Airport Road Extension Project meets this criterion and we urge the TIB to move this project to the Contingency List in hopes that sufficient TIB revenues return in the future that will allow this critically important transportation improvement project for our local community to become a reality.

I am also requesting an opportunity to make a brief presentation before the TIB at the June 25, 2009 board's work session where Group 2 project decisions will be made. Thank you for your consideration of our requests and we look forward to working with the TIB on the future delivery of this project for our community's sake.

Sincerely,



John W. Huestis, P.E.
Director/County Engineer
Lewis County Public Works

C: BOCC
Merlin MacReynold, City Manager, Chehalis
Robert Berg, Interim City Manager, Centralia
Bart Gernhart, Local Programs, WSDOT

Armstrong, Greg (TIB)

From: Letticia Neal [lneal@cityofmilton.net]
Sent: Tuesday, March 03, 2009 11:16 AM
To: Armstrong, Greg (TIB)
Subject: RE: TIB Project Number 8-1-132(003)-1

Greg –

My apologies for not responding to your January 30, 2009 letter. I did not realize a response was required – an oversight on my part.

The Milton Way Project remains mired in the right-of-way acquisition phase. We now have two properties in condemnation, and 4 still in negotiations. The plans are substantially complete, and we are ready to send to TIB for approval once the right of way phase is complete. This project is fully funded and included in the City's adopted budget for 2009, and I have every hope that we will be under contract for construction later this spring.

Please let me know if you need any further information. Thanks -

Letticia Neal, P.E.
Public Works Director / City Engineer
City of Milton

From: Armstrong, Greg (TIB) [mailto:GregA@tib.wa.gov]
Sent: Tuesday, March 03, 2009 11:11 AM
To: Letticia Neal
Subject: RE: TIB Project Number 8-1-132(003)-1

Letticia, I need a response to the January 30, 2009 letter for potential cut-list projects.

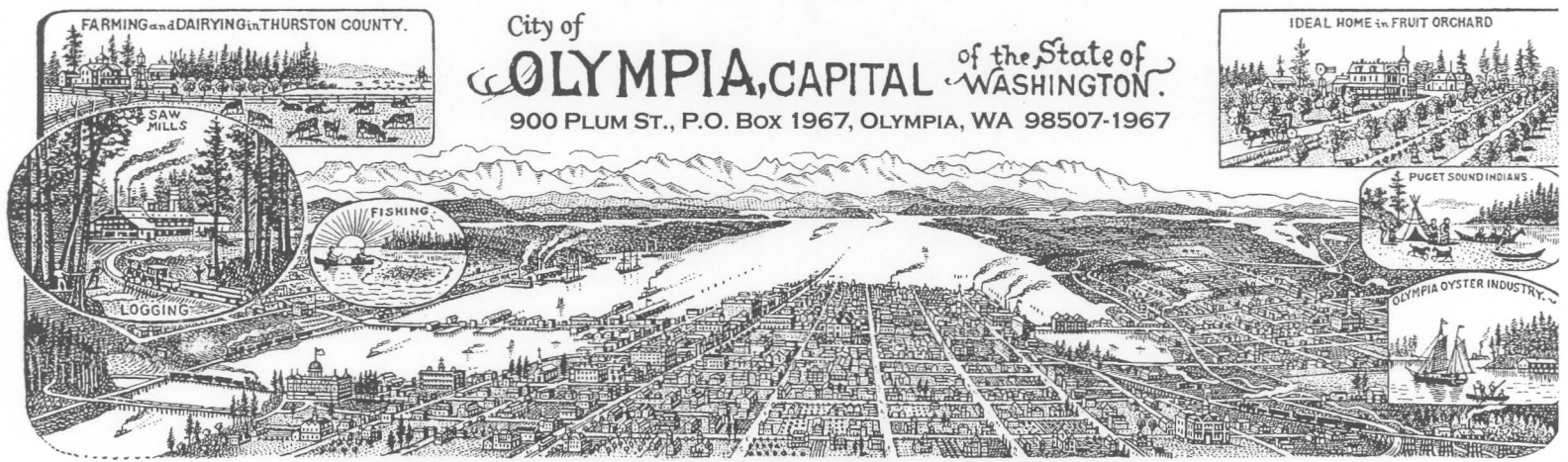
Here is the User Name and Password for our on-line billing form.

User Name: 132MILTON
 Password: DeRosia8228

You may access our on-line payment system at www.tib.wa.gov E-Services Payment Request

If you have any questions, please give me a call.

Greg Armstrong
 Transportation Improvement Board
 505 Union Avenue SE, Suite 350
 PO Box 40901
 Olympia WA, 98504-0901
 Phone: (360) 586-1142
 Fax: (360) 586-1165
 E-Mail: GregA@tib.wa.gov



This letterhead is a replica of 1899 City of Olympia letterhead, which we are using in commemoration of the City's 150th Anniversary.

February 25, 2009

Stevan E. Gorcester, Executive Director
Washington State Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

Dear Mr. Gorcester:

**SUBJECT: Harrison Avenue and Kaiser Road Intersection Improvement Project
Harrison Avenue, Yauger Way to 300-feet east of Kaiser Road, Project**

This is a follow up to your January 29, 2009, letter concerning the Harrison Avenue and Kaiser Road Intersection Improvement Project and subsequent meeting on February 20, 2009, with City of Olympia staff to discuss this project and others.

The purpose of this letter is to summarize the status of the Harrison Avenue and Kaiser Road Intersection Improvement and the Harrison Avenue, Yauger Way to 300-feet east of Kaiser Road, projects. The status is:

1. The Harrison Avenue and Kaiser Road Intersection Improvement Project was selected for funding in November 2004, with funding authorization received in July 2005. The Harrison Avenue, Yauger Way to 300-feet east of Kaiser Road, Project was selected for funding in November 2006, with funding authorization in March 2007. Design and construction of these projects are being completed together for efficiency reasons. City staff had early conversations concerning this approach with TIB staff and there was concurrence to complete the projects together.
2. The projects are at 60% design complete. Design is scheduled to be complete by December 2009.
3. A Value Engineering (VE) Study will occur the first week of March 2009.
4. Right-of-way negotiation and acquisition is starting in April 2009. We anticipate having all right-of-way acquisition completed by April 2010.
5. The project is scheduled to go to bid in May 2010 and start construction by the end of June 2010.



COUNCILMEMBER CRAIG OTTAVELLI
COUNCILMEMBER RHENDA IRIS STRUB
COUNCILMEMBER KAREN MESSMER

COU
COU

Page 69

MAYOR DOUG MAH
MAYOR PRO TEM JEFF KINGSBURY
CITY MANAGER STEVE HALL



Stevan E. Gorcester
February 25, 2009
Page 2

6. The current strategy for construction funding is to use a combination of Transportation Impact Fees and a Public Works Trust Fund (PWTF) Loan. The City will apply for the PWTF Loan in May 2009, for selection in early 2010. Alternative or contingency funding will be explored and staff will be prepared to discuss this at the September 2009 TIB meeting.

We look forward to meeting with the Transportation Improvement Board on September 24, 2009, to discuss this project further. If you have any questions or need more information concerning the status of this project, please contact David Riker, Director of Transportation, at (360) 753-8441 or via email at driker@ci.olympia.wa.us.

Sincerely,



D. MICHAEL MUCHA, P.E.
Director of Public Work
Public Works Department

DMM:RW:ci
DMMRWGorcester(TIB).docx

cc: David Riker
Fran Eide
Randy Wesselman
Sheri Zimny

Armstrong, Greg (TIB)

From: Matt Graves [MGRAVES@co.pierce.wa.us]
Sent: Monday, March 02, 2009 11:50 AM
To: Gorcester, Steve (TIB)
Cc: jbenett@ci.pacific.wa.us; Billp@ci.sumner.wa.us; Brian Stacy; Brian Ziegler; Christina Mudgett; Gary Predoehl; Toby Rickman; garmstrong@eatonville-wa.gov
Subject: POTENTIAL TIB FUND WITHDRAWAL

Mr. Greg Armstrong suggested the email format in responding to your notification of TIB funding and their related TIB board meetings.

I believe we are on track for an April or May 2009 contract advertisement for the City of Sumner portion of Stewart Road East TIB #9-P-027(013)-1. This time line should secure the TIB funding as it meets the requirement of spring 2009 ad date with a progression toward construction prior to the June 25, 2009 TIB board meeting.

I met with you and other interested parties recently in the City of Pacific to discuss resolution of their portion of Stewart Road East TIB #8-1-027(062)-1. I surmised that we had reached a general agreement of progressing quickly towards an alternative solution that stipulated a September deadline. I have been tasked to schedule a meeting to address the details of the general agreement. I believe you will concur that these actions have relegated this project to the September 24, 2009 board meeting for funding consideration versus the previously arranged March 26, 2009 meeting.

Please contact me at phone number 253-798-3557 if this information is in question.

Bushman, Eileen (TIB)

From: Mark Dorsey [mdorsey@cityofportorchard.us]
Sent: Thursday, February 19, 2009 12:48 PM
To: Smith, Scott (TIB)
Cc: Andrea Archer; Egolf, Richard; j-clauson@wavecable.com; Kilmer, Derek; Lary Coppola
Subject: Reimbursement Plan @ Tremont Street Widening
Importance: High

Scott, please find the following information regarding TIB Project # 8 - 2 - 153(001) – 1 (construction only).....for Tremont Street Widening.

Our current schedule is as follows:

Revised PS&E 100% by 12/2009
 Land Acquisition 2009/2010
 Bid award anticipated 2/2011 latest

Reimbursement Plan:

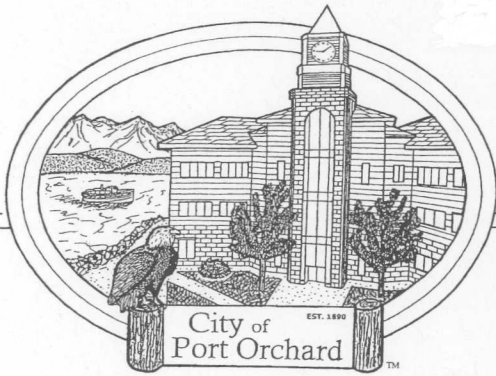
Since we have not yet gone to bid and selected a contractor, we cannot determine the reimbursement plan at this point.

Just so that you know in advance, the City of Port Orchard intends to fight hard to retain our current TIB funding (\$1.7 million) as well as looking for additional TIB funding. We will have a response letter to Stevan Gorcester by the 3/1/2009 deadline and plan to attend the 3/26/2009 TIB Board Meeting in Bellingham. The City has recently met with WSDOT and our consultant (Berger/Abam), we have staffing issues resolved, we have a viable revised plan in place and are proceeding post haste.....and the City continues to pursue ALL funding opportunities. We are on the 2-year PSRC Stimulus list for \$10 million, we are on the Cantwell 2010 Appropriations for \$10 million and we are meeting today with KRCC/PSRC for 2009 regional competition funds. With the Tacoma Narrows Bridge Expansion project complete, the City of Port Orchard cannot afford to wait until increased traffic chokes our primary corridors into the City from SR 16. All other cities in the region have received funding....and on the peninsula, the amount of funding Port Orchard has received since 1993 when compared to Kitsap County, Bremerton, Poulsbo and Bainbridge Island is a travesty. Port Orchard intends to change this trend!

Sincerely,

Mark R. Dorsey, P.E.
 Public Works Director/City Engineer

360.876.4991
 360.876.4980 fax
 mdorsey@cityofportorchard.us



CITY OF PORT ORCHARD Public Works Department

CITY HALL • 216 Prospect Street, Port Orchard, WA 98366
(360) 876-4991 • FAX (360) 876-4980

February 27, 2009

Mr. Stevan E. Gorcester
Executive Director - Washington State
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

**RE: Tremont Street Widening
TIB# 8-2-153(001)-1**

RECEIVED

MAR 02 2009

TIB

Dear Mr. Gorcester:

As stated in my February 19, 2009 email to you, the City of Port Orchard will be in attendance at the March 26, 2009 TIB Board Meeting in Bellingham, WA. The reason the City will be in attendance is stating the obvious; we have no choice but to fight as hard as we can to retain our \$1.7 million construction funding for the above referenced project. The City of Port Orchard truly deserves the opportunity to move this project forward to a successful conclusion, given recent actions taken by the City to set this project up for success as follows:

- The Mayor and City Council have put back in working order both the Public Works and Planning Departments by taking the initiative to replace key personnel as needed.
- The City of Port Orchard now has a valid Comprehensive Plan.
- The Mayor and City Council have resolved past political indecisiveness with respect to the vision for this project.
- The Public Works Department has made revision to the previous plan, providing modifications that will better address emergency vehicle response concerns and provide safer pedestrian pathways.
- The Public Works Department has provided value engineering input to realize overall construction cost savings.
- The City of Port Orchard is now participating more actively with the PSRC for continued project funding support (both Countywide and Regional allocations).
- The City of Port Orchard is now participating more actively with PSRC for Economic Stimulus funding (currently on the 2-year stimulus list).
- The Planning Department is actively pursuing re-designation as a Regional Urban Center.
- The City of Port Orchard is now participating more actively in Appropriations funding sources.
- The Public Works Department has been working closely with the WSDOT Local Programs for project direction buy-in.

In addition to the actions listed above, the City has also identified a proposed extension route in association with this project, thereby creating a continuous corridor to the City's downtown center from SR 16, being the Tremont Gateway Project. This future project will add two more roundabouts to the two roundabouts currently proposed and will provide the basis in which to interconnect to the Bethel Corridor and the Sedgwick Corridor. These two additional primary corridors from SR 16 and SR 160 to the Southworth Ferry are located in the City's UGA and will soon fall under City's responsibility. With the recent completion of the Tacoma Narrows Bridge Expansion Project, regional planning, design and implementation for these three corridors is critical.

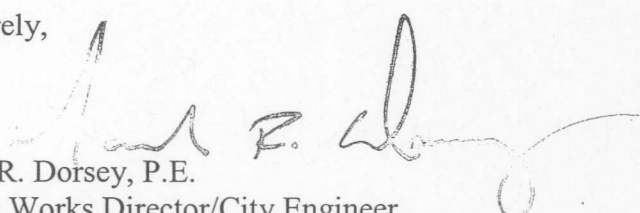
With respect to project schedule, the City of Port Orchard has committed to finalizing the PS&E in 2009, as well as obtaining Right-of-Way Plan approvals and commencing right-of-way purchasing. Given funding success, the City anticipates Bid Award in either late 2010 or early 2011.

With respect to project budget, the City currently has \$1.57 million remaining in federal STP funds (13.5% match required), \$268,000.00 remaining in KRCC funds (no match required), \$190,000.00 in miscellaneous funding sources, \$786,555.00 in City Funding and currently, \$1.7 million in TIB funds. Given our current Total Project Cost estimated at approximately \$16 million, we are looking to secure the remaining \$11.5 million shortfall via PSRC Regional funds, KRCC Countywide funds, PSRC Stimulus (2-year) funds and hopefully, additional TIB funds.

Since 1993, the City of Port Orchard has received only 10% of the funds allocated to Kitsap Peninsula and the City of Port Orchard has only itself to blame. But the time has arrived for the City of Port Orchard to take a positive stance on both current and future traffic impacts that have been created by the Tacoma Narrows Expansion Project. The City must be proactive in planning its traffic mitigation options for the future and cannot afford to stand by passively and watch other jurisdictions gain the limited funding available.

If you should have any questions or need additional information, please feel free to contact me at this office.

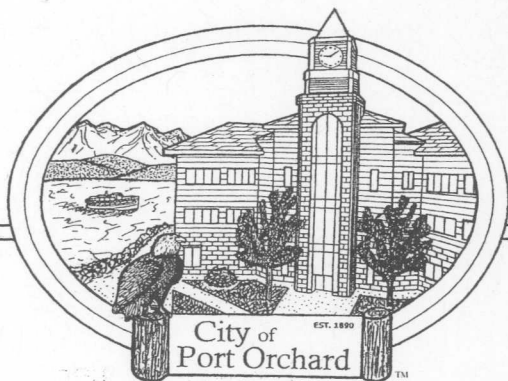
Sincerely,



Mark R. Dorsey, P.E.
Public Works Director/City Engineer

MRD:mrd

Cc: Lary Coppola – Mayor
John Clausen - Councilman
Andrea Archer, P.E. – Assistant City Engineer
Jay Cookson – Public Works Department
Dick Egolf – WSDOT



CITY OF PORT ORCHARD

Office of the Mayor

CITY HALL • 216 Prospect Street, Port Orchard, WA 98366
(360) 876-4407 • FAX (360) 895-9029

March 2, 2009

Mr. Stevan Gorcester, Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

MAR 09 2009

**RE: Tremont Street Widening
TIB# 8-2-153(001)-1**

Dear Mr. Gorcester,

I'm writing as a follow-up to City Engineer Mark Dorsey's letter of February 27. I wanted to take this opportunity to reinforce a couple of key points in his letter to you in an effort to preserve the \$1,7 million in funding for the above noted project.

As Mark stated to you, there is a new administration in place in Port Orchard. The citizens voted overwhelmingly for positive change in November of 2007. I was elected Mayor with 70 percent of the vote, and several new council members tallied no less than 67 percent each. All campaigned on the same platform — to take decisive action to move our City forward. I'm proud to say we are all following through on that promise. Gone are the days of lackadaisical, incompetent management of our City.

Upon taking office in January of 2008, I moved quickly to replace the previous Planning Director, City Engineer and City Clerk. We have overhauled the City planning process and cleaned up the entire backlog of 517 pending permit applications we found upon taking over here. I am proud to say that Port Orchard now has the fastest permit processing of any jurisdiction in Kitsap County. We have also brought our Comprehensive Plan into compliance with GMA — after being out of compliance for the previous four years. For the first time in a generation we are actively engaged at all levels, including with the PSRC.

On other fronts, our Finance Department just completed a perfect audit and preliminary figures indicate we have also reduced violent crime 49 percent, and overall crime 35 percent, after being ranked sixth in violent crime in the state for cities our size in 2007. So as you can see, we've taken a very aggressive approach to solving the City's problems and moving it forward as quickly and decisively as possible.

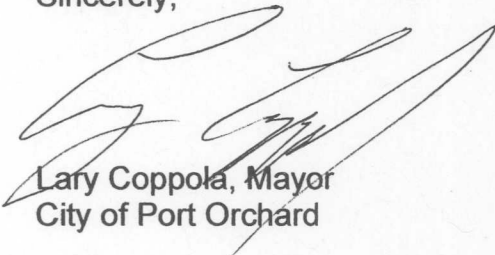
This brings me to the Tremont issue. I completely understand your reluctance to believe Port Orchard can perform, based on past history, which is why I highlighted just a small number of our accomplishments first. However, as we like to say at City Hall, "That was then. This is now. The past doesn't equal the future." Therefore, if I may be so bold, I'm asking you, as a personal favor, not to judge us by the sins of previous administrations, but to look at what we've accomplished in a scant year, and trust that we can deliver on the Tremont project.

We are a city that is committed to aggressively moving forward. Our council is focused on results, not rhetoric or politics, and over the past year, it has had only a handful of split votes on any given issue. How many City Councils can say that?

In closing, let me say you will find working with Mark Dorsey to be a refreshing change to what you may have been used to in Port Orchard. As I have done with all of the staff changes, I personally recruited Mark for this job after identifying him as the best candidate for the position. His work has met with universal acceptance and praise from the local engineering, business and government communities. In short, he is a guy who gets the job done.

Please feel free to call me if you have any questions or need any additional information. In closing, let me say that this project is very important to our City. We want it done and are committed to making it happen. But to do so, we need your help. Will you help us?

Sincerely,



Larry Coppola, Mayor
City of Port Orchard

CC. City Council

Mary McClure, KRCC
Mark Gulbranson, PSRC
Paula Hammond, WSDOT
Senator Derek Kilmer
Representative Jan Angel
Representative Larry Seaquist

STATE REPRESENTATIVE
26th DISTRICT
JAN ANGEL

State of
Washington
House of
Representatives



LOCAL GOVERNMENT
& HOUSING
RANKING MINORITY MEMBER
HIGHER EDUCATION
EARLY LEARNING
& CHILDREN'S SERVICES

March 9, 2009

Mr. Stevan Gorcester, Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

MAR 09 2009

RE: Tremont Street Widening
TIB# 8-2-153(001)-1

Dear Mr. Gorcester,

Before I was elected to the State House of Representatives last November, I was a Kitsap County Commissioner for 8 years. During that time, I have been witness to the positive changes that have taken place in Port Orchard City government since the election of Mayor Lary Coppola and the newest members of the Port Orchard City Council. They have "cleaned house", are actively working for the betterment of the City, and are making vast improvements.

Part of the City's plan is the Tremont Street project which has been allocated 1.7 million from your department. This project is very important to the City of Port Orchard and they are committed to making it happen. I am asking you to preserve this funding for the Tremont Street project.

Sincerely,

Jan Angel
State Representative
Legislative District #26

Cc: Mayor Lary Coppola

JA:da
M/2009 correspondence/Gorcester - Tremont

LEGISLATIVE OFFICE: 420 JOHN L. O'BRIEN BUILDING, PO BOX 40600, OLYMPIA, WA 98504-0600 • 360-786-7964

E-MAIL: angel.jan@leg.wa.gov

TOLL-FREE LEGISLATIVE

DD: 1-800-635-9993

Armstrong, Greg (TIB)

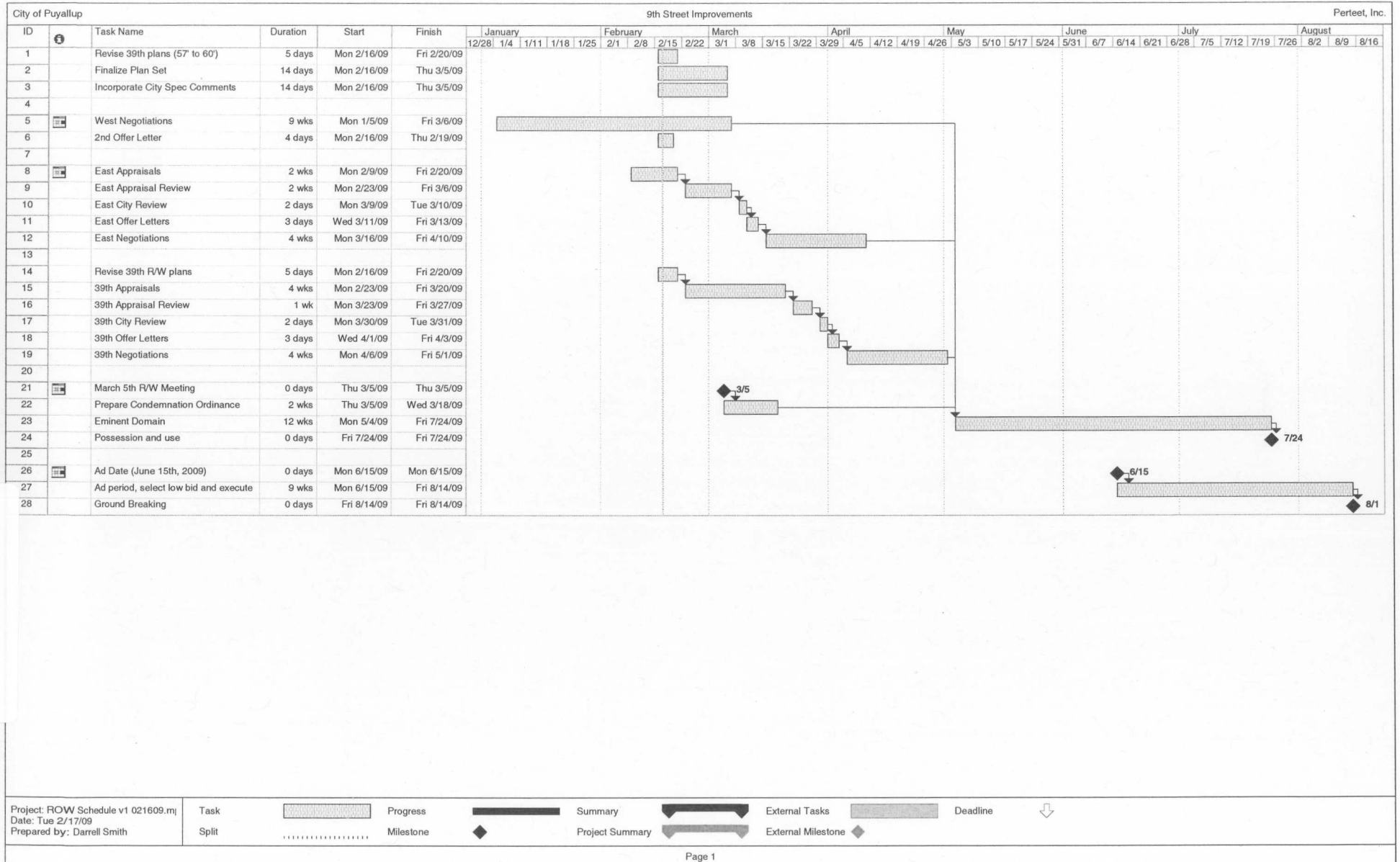
From: Mark Hoppen [MHoppen@ci.puyallup.wa.us]
Sent: Monday, March 02, 2009 4:23 PM
To: Armstrong, Greg (TIB)
Cc: Marvin Cox; Virginia Lorberau
Subject: Puyallup 9th Street

Greg,

This email is to inform you that Puyallup plans to break ground on the 9th Street Improvement Project in mid-August (or a little earlier). As you know, this project connects to a Pierce County project already under construction to the south on the same corridor, 94th Street in Pierce County. The 9th Street project is essential to the alignment and completion of the 94th Street Project. Admittedly, this Puyallup project has taken an eon to get started; we have already paid for the construction of sewer main in Pierce County's 94th Street Project. Our plan set will be completed on time per the schedule. Everything else will line up.

Mark Hoppen

Acting Public Works Director
Public Works
City of Puyallup
253.841.5494 office
253.279.2415 mobile





Denis Law, Mayor

CITY OF RENTON

Public Works Department
Gregg Zimmerman P.E., Administrator

February 18, 2009

Mr. Stevan Gorcester
Executive Director
State of Washington
Transportation Improvement Board
Post Office Box 40901
Olympia, WA 98504-0901

RECEIVED

FEB 23 2009

TIB

Subject: TIB Grant
Project Number: 9-P-102(011)-1
Project Name: Rainier Avenue South

Dear Mr. Gorcester:

This is in response to your letter dated January 29, 2009, notifying the City of Renton of the potential withdrawal of TIB funding in the amount of \$1,803,000 from the subject project. We respectfully request that this grant not be rescinded for the following reasons: the segment of the project associated with this grant is fully funded; significant progress has occurred, including construction of major elements; and the project is on schedule.


The Rainier Avenue South project consists of a major arterial corridor widening to include BAT lanes. An integral part of the project is the replacement of three BNSF Railroad bridges to accommodate the wider corridor. Originally the project intended to bid out the railroad bridges and the road widening together, under one contract. Instead, the three railroad bridges were replaced in 2007, when there was an 8-month hiatus in the railroad traffic in this rail corridor. No TIB funding was used for this part of the project. As far as the corridor widening portion of the project, the 30 percent plans are complete. In 2009 final design will be completed as well as right-of-way acquisition. The project will be advertised for bid in 2010, as stated in your letter.

Other factors that have contributed to the need for additional time for redesign were a reconfiguration of the overall concept to improve transit benefits and lower costs. Also, the construction of the Rainier Avenue South railroad bridge revealed some foundation conflicts that required alignment adjustments.



When construction begins, it is planned to include all segments from Grady Way South to South Second Street to reduce costs and minimize impacts to traffic and businesses. This project incorporates funding from three TIB grants for three different segments, all of which we have requested TIB to consolidate into one grant to reflect the current nature of the project.

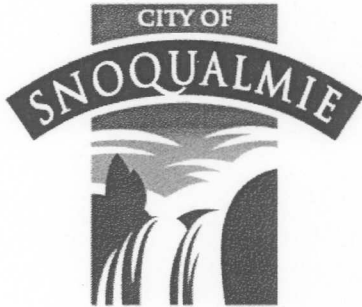
Sincerely,



Gregg Zimmerman, P.E.
Administrator

Attachment: Original Letter from TIB dated January 29, 2009

cc: Peter Hahn, Deputy PW Administrator – Transportation
Bob Hanson, Transportation Design Supervisor
Jim Seitz, Transportation Planning Supervisor
Juliana Fries, Transportation Planning and Programming Coordinator
File



City of Snoqualmie
Alan E. Lobdell, P.E.
Interim Public Works Director

38194 SE Stearns Rd.
PO Box 987
Snoqualmie, WA 98065

Office: 425-831-4919 ex. 12
Fax: 425-831-4798

www.ci.snoqualmie.wa.us
Alobdell@ci.snoqualmie.wa.us

February 6, 2009

Stevan E. Gorcester, Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

FEB 10 2009

Re: City of Snoqualmie
Funding for Tokul Rd. S.R. 202 Roundabout

Dear Mr. Gorcester:

I'd like to thank you and Greg for meeting with us over the subject project and funding thereof.

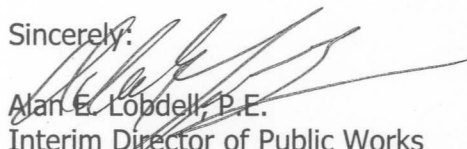
As you found out in our conversation the city is relying heavily on getting stimulus money to complete the construction of the roundabout. However, even with the stimulus package, depending on bids, there may still be a need for some or all of the money the TIB has allotted us.

If the stimulus comes through and bids are good we will be willing to discuss how much we would in reality need of TIB money to complete the project.

If no stimulus money comes our way then we understand that with no other option of getting construction money we have an invalid project and is subject to loss of TIB funds.

We greatly appreciate that you are willing to take a wait and see approach to this and in fact show support for our project.

Sincerely:


Alan E. Lobdell, P.E.
Interim Director of Public Works
Snoqualmie, WA

Cc: Project File



MUCKLESHOOT INDIAN TRIBE

39015 172nd Avenue S.E. • Auburn, Washington 98092-9763
(253) 939-3311 • Fax (253) 939-5311



February 25, 2009

Mr. Stevan Gorcester
Executive Director
Washington State Transportation Improvement Board
P.O. Box 40901
Olympia, Washington 98504-0901

RE:
MAR 03 2009
TIB

RE: TIB Funding of SR202 Roundabout, City of Snoqualmie

Dear Mr. Gorcester:

We are writing in support of the Transportation Improvement Board's decision to fund the proposed City of Snoqualmie – SR 202 Roundabout Project (TIB Project Number 9-P-806 (003)-1). We understand that this decision is under review and notification was provided to the City of Snoqualmie over the possibility of rescinding this funding.

The Muckleshoot Indian Tribe is the sole owner of the company that owns the Salish Lodge and Spa, as well as the owner of the undeveloped adjacent property north of SR 202. The Salish Lodge is a major contributor to the local and regional economy and as its new owners, we are providing significant improvements and upgrades, ensuring the high-quality status of these accommodations.

Furthermore, we plan to develop our 50-acre property, which is the subject of the Salish Expansion Development Agreement (DA) between the City of Snoqualmie and the Muckleshoot Tribe, referred to as the Salish Expansion Project. This DA entitles the property to be developed for up to 250-rooms as a conference style hotel and 110 residential units. The SR 202 Roundabout is pivotal to the future plans of our property and as such, our project has donated One Million Dollars toward construction of the roundabout. Under the current TIB funding agreement, our contribution represents almost 40 Percent of the total budget. We know that such private-public funding percentages are not typical.

In the last several months, we have been working diligently with city staff to finalize design, easement procurement, project analysis and all other project details, adequate to allow for a bid-ready set of plans. We have been impressed with the commitment and effectiveness of city staff as they work out the final details of this project. From our perspective, it stands essentially ready, except for a final funding commitment.

In our discussions with city staff, it appears that the cost of construction from the last estimate (approximately seven months ago) was significantly higher than original estimates in 2005. Unfortunately, such construction cost increases were typical a number of months ago. It is quite probable that the current economic climate would yield a cost savings in comparison to the most recent estimate. While additional money may be needed from TIB to support this project, we remind you again of the significant (and unusual) private contribution for this project and important public benefits from this particular project. Completion of this infrastructure will allow for:

- Subsequent development of the 50-acre Salish Expansion site, a major job works and economic boon to the region;
- Direct influx to the City of Snoqualmie Economic Development Plans for job creation and economic stability in this growing community;
- Support for the 1.8 Million visitors to the Snoqualmie Falls each year, with anticipated spinoff visits to local merchants in the City of Snoqualmie;
- Closure of the highly dangerous access on SR 202 for the existing public parking lot on the northerly side of SR 202, resulting from a privately funded expansion of public parking (along with signage encouraging visits to local merchants);
- Elimination of two problematic roadways on SR 202, Mill Pond Road and Tokul Road, both considered extremely dangerous due to limited sight distance for traffic;
- Rerouting and accommodating the local gravel operation truck traffic which serves the region, in an improved and safer manner;
- Likely reduction in accidents along this corridor due to roadway improvements;
- Significant ripple-effect of further development in the region.

We encourage the TIB to support this project, providing the necessary infrastructure that will result in significant job creation and economic growth for this local community and the region. We know that a commitment to this project will yield enormous local, regional and state benefits.

Thank you for your time and consideration.

Sincerely,

Charlotte Williams

Charlotte Williams
Muckleshoot Indian Tribe Chairperson

Cc: Ed Conyers, WSDOT
Bob Larson, City of Snoqualmie
Alan Lobdell, City of Snoqualmie



PUBLIC WORKS & UTILITIES
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3334
(509) 625-6270
FAX (509) 625-6274

March 3, 2009

MAR 09 2009

Stevan E. Gorcester
Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

Re: Project Status: Monroe/Lincoln Connector 9-E-165(014)-1 & Havana Bridge 9-E-165(016)-1

Dear Mr. Gorcester:

Monroe/Lincoln Connector 9-E-165(014)-1:

In light of the decrease in TIB's forecasted revenues and after a full status review of the City of Spokane's Monroe/Lincoln Connector project we have regretfully concluded this project will not be able to meet TIB's timeframe for construction. The City of Spokane requests a withdrawal of the construction funds (\$548,700) for the Monroe/Lincoln Connector project. The City encountered several delays regarding the Connector project due to an adjacent development's preliminary platting process and resulting transportation impacts. During the delay, the City performed an in depth traffic analysis to confirm that circulation, which the Monroe/Lincoln project provided, is still needed.

The City has recently embarked upon an economic redevelopment plan for the north bank of the Spokane River which will utilize the traffic analysis in determining improvements in the area of the Post Street Bridge. This plan may impact the final alignment of the Connector project. Since the planning process has just begun, the Connector project will not be able to meet TIB's deadlines for moving forward to construction. The City anticipates finalizing the design phase as soon as the planning stage in the area of the Connector project has been addressed. Returning the construction funds will allow the City to reapply for TIB grants based on updated construction costs and the final alignment which will be in support of economic development in this area.

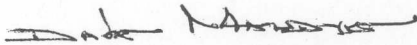
Havana Bridge 9-E-165(016)-1:

Upon a full status review of the City's Havana St Bridge project; the City has concluded the project has progressed to the point where construction is imminent. The design of the project is 98% complete, Right-of-way acquisition is currently underway. The City is seeking possession and use agreements through court proceedings with adjacent property owners who have chosen not to negotiate with the City. The court action will enable the construction to move forward in 2010. There are eight funding partners involved with this grade separation project. Any withdrawal of a funding partner at this point will cause significant delays which likely would result in higher costs

as construction costs increase beyond the 2010 timeframe. Court actions to obtain possession and use agreements are expected to begin in the next 60 days and right-of-way certification is expected by late summer. This would allow the project to bid in late fall or early winter with construction to begin in early 2010. The City would be interested in providing a brief update at the TIB Board meeting scheduled for June in Spokane to provide a status on the Right-of-Way progress and confirmation of a 2010 construction schedule.

If you have any questions or comments, please feel free to contact me.

Sincerely,



Dave Mandyke
Director: Public Works & Utilities

cc: Dave Steele, ROW
John Mercer, Manager Capital Programs & GIS
Mike Taylor, Director, Engineering Services



COUNTY COMMISSIONERS

Cathy Wolfe
District One

Sandra Romero
District Two

Vacant
District Three

ROADS & TRANSPORTATION SERVICES

Lester Olson
Director

February 6, 2009

Stevan E. Gorcester
Executive Director
Washington State Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

RECEIVED
FEB 10 2009
TIB

RE: Project Number: 8-5-034(015)-1
Project Name: Yelm Highway
Project Limits: Henderson Blvd. to Rich Road
Selection Date: November 2005
Proposed Bid Date: March 2009
Total TIB funds that may be withdrawn: \$3,900,000
Group Number: 2

Dear Mr. Gorcester,

The possibility of the withdrawal of Transportation Improvement Board funding for Thurston County's Yelm Highway project, as announced in your letter of January 29, is a blow. While I understand and appreciate the difficulties the board faces with a \$10 million decrease in forecasted revenue, I urge you to reconsider the importance of the Yelm Highway Project.

The project is crucial to the transportation health and safety of the county. This project is the missing link between the fastest growing portions of the adjacent cities of Olympia, Lacey and Tumwater. The traffic level of service no longer meets the Growth Management requirements of having adequate public facilities to accommodate growth.

We have tirelessly and diligently pursued this project especially since receiving the TIB construction funding in November 2005, overcoming numerous challenges and delays beyond the county's control (detailed below). While responsibly advertising for construction bids prior to the June 25, 2009 TIB Board Meeting is not feasible, the Yelm Highway Project is definitely moving forward with a target for late summer 2009

soliciting construction bids. Even with the uncertainties of right-of-way condemnation/ negotiations, we can commit to an early 2010 solicitation for construction bids.

Let me take a moment or two to explain the delays the Yelm Highway project has encountered and overcome. By the time the TIB grant application had been submitted, much work and coordination with all grant agencies, public, and regulatory agencies for the environmental approvals had been completed and permit issuance seemed imminent. The permits were delayed for a review of federal noise criteria, project expansion for a deep sanitary sewer line, and a public appeal of the State Environmental Protection Act (SEPA) Permit.

This project is supported by federal funding that requires a noise criteria review (also mandated by Thurston County ordinance). The project's consultant team includes experts on highway noise issues that had worked with WSDOT on initial reports. Due to minor changes in the noise criteria, the reports had to be updated. Our project was not a priority for WSDOT review. This was further complicated by a change of personnel at WSDOT and the federal level. This resulted in a year and four month delay in securing federal approval. Under federal funding requirements, right of way acquisition cannot begin until environmental approvals are obtained.

Another delay involved the City of Olympia's sewer system. Originally the city was going to retain its small, shallow pressurized sewer system with minor extensions and no significant environmental issues. The City made a late decision based on long term maintenance to change the type of sewer system to a very deep gravity sewer with pump stations. This change to perform the sewer work during road construction required additional input for the environmental reviews which resulted in a six month delay.

Finally, the project was delayed due to a private appeal of the proposed declaration of non-significance of the SEPA determination. Responding to the appeal, supplying information to the appellant's engineer, preparing and scheduling for the hearing of the appeal resulted in an additional four-month delay. Overall, the environmental review resulted in almost a two-year delay.

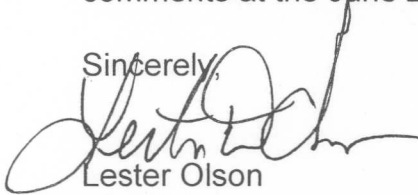
The Yelm Highway project is complex, requiring roadway realignment and widening, the purchasing of three homes and many small right of way acquisitions. The majority of the right-of-way acquisition has been completed including the purchase of the three homes. The completion of the right-of-way is the main impediment to meeting the June 25, 2009 contract award date. Our staff is working full time to complete the right-of-way including condemnation efforts. Residents, many of whom work for state, federal and local government, are savvy when it comes to right-of-way procedures and believe that the best price is obtained by holding out as long as possible.

The county has committed additional local funds to match the TIB and federal funds to account for the rapid inflation that took place after the TIB funding. We cannot proceed to construction without the TIB funding.

Mr. Stevan E. Gorcester
February 6, 2009
Page 3 of 3

I urge the Transportation Improvement Board to continue to support this project that is critical to the economic health of our area. Please feel free to call me if you'd like more information about the status of the Yelm Highway Project or would like us to make brief comments at the June 25, 2009 board work session in Spokane. Thank you.

Sincerely,



Lester Olson
Director

c Don Krupp, CAO
Dale Rancour, County Engineer



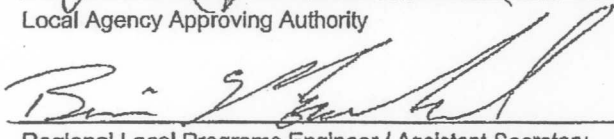
Local Agency Environmental Classification Summary

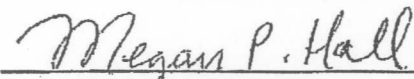
Part 1 Project Description			
Federal Aid Project Number	Route	Date Created 8/29/2005	Local Agency Project Number CRP 61192
Agency Thurston County		Federal Program Title <input checked="" type="checkbox"/> 20.205 <input type="checkbox"/> 20.209 <input type="checkbox"/> Other	
Project Title Yelm Highway Phase V			
Begin MP 1.689 KP	End MP 2.949 KP	Miles 1.26 KM	Townships 18N Ranges 2W, 1W Sections 31, 36
County Thurston	Water Resource Inventory Area (WRIA) No. & Name 13 Deschutes		Within Puget Sound Basin? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Project Description The proposed project is the last phase in widening and improving Yelm Highway, a major east/west arterial highway connecting the southern core areas of Tumwater, Olympia and Lacey. This phase will widen and realign 1.26 miles between Henderson Boulevard and Rich Road. The project will provide two lanes in each direction with bike lanes and sidewalks. Roundabouts will be constructed at Brassfield St. and Boulevard Rd.			

Part 2 Environmental Classification	
NEPA <input type="checkbox"/> Class I - Environmental Impact Statement (EIS) <input checked="" type="checkbox"/> Class II - Categorically Excluded (CE) CE Type (from 23 CFR 771.117) <input checked="" type="checkbox"/> Projects Requiring Documentation (Documented CE) (LAG 24.22) <input type="checkbox"/> Class III - Environmental Assessment (EA)	SEPA <input type="checkbox"/> Categorically exempt per WAC 197-11-800 CE Type (from SEPA Checklist) <input checked="" type="checkbox"/> Determination of Non-Significance (DNS) <input type="checkbox"/> Environmental Impact Statement (EIS) <input type="checkbox"/> Adoption <input type="checkbox"/> Addendum <input type="checkbox"/> Supplemental

NEPA Approval Signatures


Local Agency Approving Authority


Regional Local Programs Engineer / Assistant Secretary


Federal Highway Administration

9/8/05
Date

9/13/05
Date

1/09/2007
Date

Completed By (Print Official's Name) Jeanne Kinney	Telephone (include area code) 360-754-3355 x 7845	Fax (include area code) 360-786-5582
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City of Tukwila

6200 Southcenter Boulevard • Tukwila, Washington 98188

Jim Haggerton, Mayor

February 25, 2009

Washington State Transportation Improvement Board
c/o Stevan Gorcester, Executive Director
PO Box 40901
Olympia, Washington 98504-0901

RE: Southcenter Parkway Extension

Dear Board Members and Mr. Gorcester:

We have received your January 20, 2009 letter indicating that TIB funding for the City of Tukwila's Southcenter Parkway Extension project may be withdrawn. TIB awarded the City funding of \$5,000,000 in November 2005.

I would like to give you an update on the City's progress on this project. By way of background, Southcenter Parkway Extension will provide access to the Tukwila South Project, a development of nearly 500 acres of land, five minutes from SeaTac International Airport and adjacent to I-5. The Tukwila South Project is estimated to provide 25,000 new jobs, add 10 million square feet of occupied space and join the University of Washington, Microsoft and Boeing Everett as the Puget Sound region's fourth major "non-Central Business District" employment center. Given the recent economic downturn experienced by our region, this development is of even more vital interest than previously imagined.

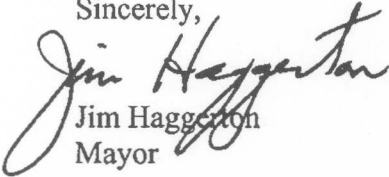
We have worked very hard over the past several years to come to agreement with La Pianta, the project proponent, on the key terms that would govern the development of this very exciting opportunity. I would like to report that La Pianta and the City Administration have reached agreement on the full funding for design and construction of Southcenter Parkway Extension. The Transportation Improvement Board's \$5,000,000 contribution of grant funds is a critical component to the overall funding of this project. The City will contribute at least \$6,000,000, and up to \$8,250,000, through general obligation bonds.

We are now in the process of negotiating a written Development Agreement between La Pianta and the City. Upon completion, I plan to forward the Development Agreement to the Tukwila City Council for review and a decision. The Council will hold public

hearings and workshops; due to the complicated nature of this monumental project, it may take 3 months for full Council review. As you know, the final decision belongs to the City Council. We anticipate that if the Council approves the Agreement that the project will be ready for construction by Spring, 2010. I plan to attend your Board meeting in Yakima on September 24, 2009 and will provide you with another update at that time.

Should you desire any more information in the mean time please do not hesitate to contact me.

Sincerely,



Jim Haggerton
Mayor

**WHATCOM COUNTY
PUBLIC WORKS DEPARTMENT**

Frank M. Abart
Director



JOSEPH P. RUTAN, P.E.
Assistant Director/County Engineer
2011 Young St., Suite 201
Bellingham, WA 98225-4052
Phone: (360) 715-7450
Fax: (360) 715-7451
www.whatcomcounty.us

Via Email and U.S. Postal Mail
steveg@tib.wa.gov

February 13, 2009

Mr. Stevan E. Gorcester, Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

**Re: TIB Project Number 8-2-037(007)-1;
Yew St Rd Phase II (Kingsmill Rd to Tacoma Ave), CRP #998001;
Project Status**

Dear Mr. Gorcester:

Whatcom County received a letter from the Transportation Improvement Board (TIB) on January 29, 2009, describing potential project fund withdrawal for the Yew St Road Phase II Improvements. Please accept this correspondence as our formal response to your letter.

Whatcom County continues to make considerable progress in moving towards the design completion and construction of the Yew St Rd Phase II Improvement Project. Working with our design consultant, we are scheduled to reach the 90% design phase by the end of February 2009 and expect a final design/bid ready package by the end of March 2009. We have initiated right-of-way negotiations and have submitted all of our applications for environmental permits. Construction is slated to begin in May 2010, once environmental permits and right-of-way have been secured and certified by FHWA. Please see the attached project schedule for detailed design and construction phase activities.

Currently this project is fully funded through grant funds from TIB and STP(R), as well as Whatcom County Local Road funds. We believe the completion of this project will be a great asset to our community and increase safety for children attending the Wade King Elementary School located within the project limits. Whatcom County remains committed to finishing this project on schedule and we would like to make brief comments in support of this project at the September 24, 2009 board work session in Yakima, Washington.

Please let us know if we can provide any additional project information to help resolve and finalize this funding concern. Thank you.

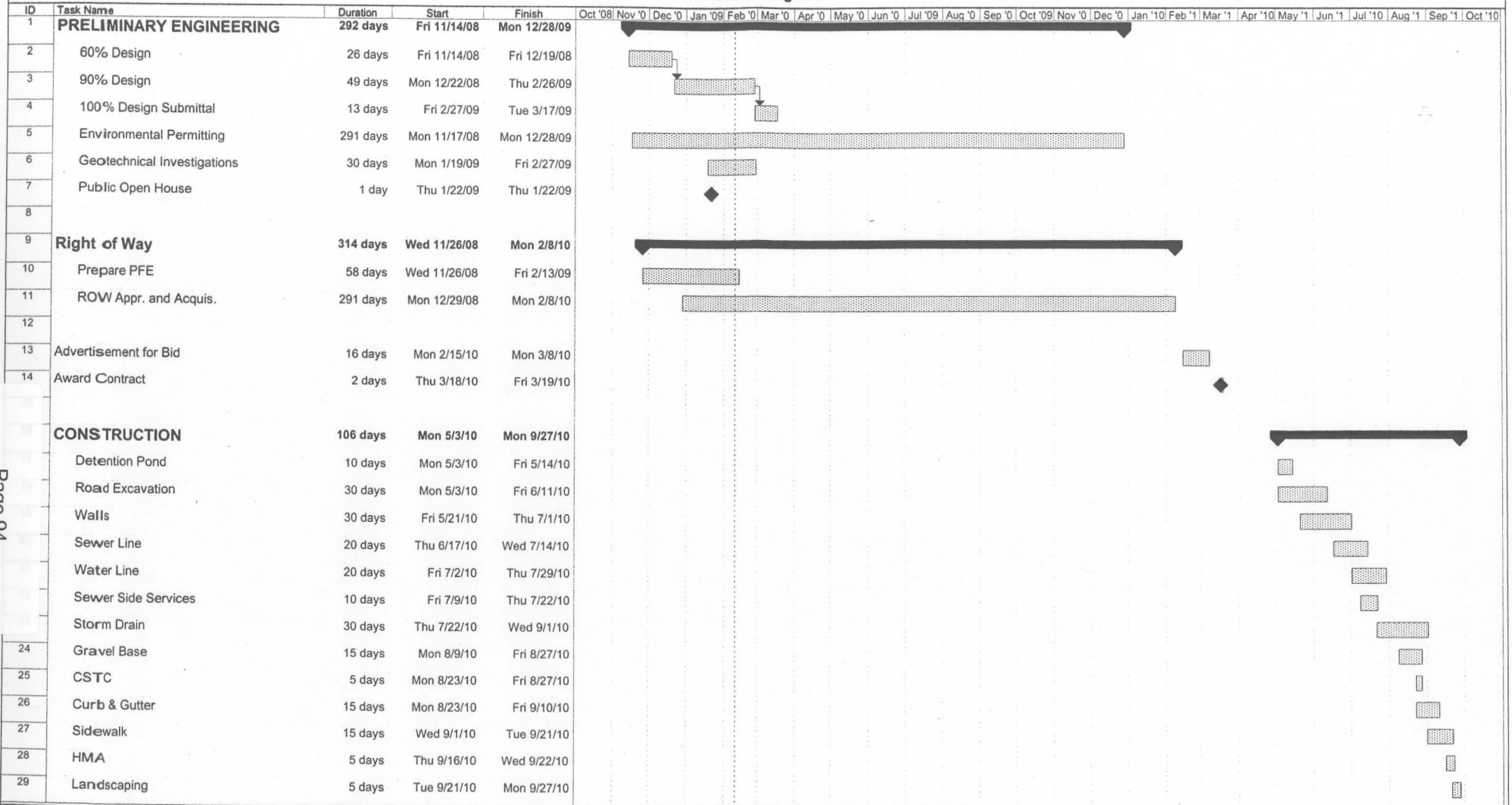
Sincerely,

A handwritten signature in black ink, appearing to read "Frank M. Abart".

Frank M. Abart
Public Works Director

Encl:

**Yew Street Road Phase II
CRP #998001
Tacoma to Kingsmill**





DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
William R. Cook, Director

Engineering Division
129 North Second Street
Yakima, Washington 98901
Phone: (509) 575-6111 • Fax (509) 576-6305

February 27, 2009

Transportation Improvement Board
Stevan E. Gorcester, Executive Director
P.O. Box 40901
Olympia, WA 98504-0901

RECEIVED
MAR 02 2009
TIB

Re: Lincoln Avenue Railroad Crossing (Project #9-E-180(004)-1)
Martin Luther King, Jr. Blvd (B Street) Railroad Undercrossing
(Project #9-E-180(005)-1)

Dear Mr. Gorcester:

We appreciate the opportunity to respond to your letter of January 29, 2009 concerning the status of the Lincoln Avenue and Martin Luther King, Jr. (MLK) Boulevard Railroad Undercrossing projects.

To date, we have secured over \$34,000,000 in funding for these two projects from the following sources: FHWA, FMSIB, TIB, BNSF and local including a PWTF Loan. The total estimated cost for both underpasses is \$42,000,000. Although the desire had been to construct both underpasses as one project, for the past year, we have decided to advertise the Lincoln Avenue Underpass as its own phase. Since the Lincoln and MLK Underpasses were always planned to be constructed one immediately after the other, it is perfectly feasible to construct each as a stand alone project. We spent over \$2 million in 2007 relocating the underground utilities from within the construction footprint of both underpasses.

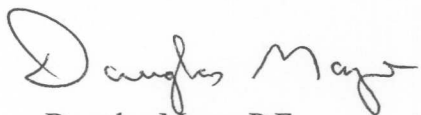
Except for the property and easements that we need from BNSF, all of the right of way and easements have been acquired for these underpasses. We have been working with BNSF during the past two years to purchase some of their property that is needed for the inflow/infiltration and stormwater pond required by these underpasses. For the first 18 months, they basically wouldn't respond to our offers or purchase requests. However, we made significant progress during the past 6 months and have just recently reached agreement on the Construction and Maintenance Agreements with BNSF. Yesterday we met with BNSF in Seattle to discuss our latest right of way purchase proposal. As they now agree to our proposal, today, via Federal Express, we sent BNSF the offer letters to purchase this property. The hope is that we will have the right of way certified within 6 weeks. Immediately following right of way certification, we will advertise the Lincoln Avenue Underpass. Once we receive bids to construct the fully-funded Lincoln Avenue Underpass, we will update our construction estimate for MLK underpass, identify any funding shortfall and pursue additional funds from current partners while reviewing potential bonding action and new funding partners to fill the construction budget shortfall. We are prepared to advertise the MLK underpass as soon as full funding is secured.

In 2005, the TIB Board identified these projects as a Corridor Completion Project. It is important for the Yakima area that TIB funding continues for these vital and regionally significant projects. The purpose and need for these projects is as valid as ever and continues to be for improving response times of emergency vehicles, transportation efficiency and traffic safety, reducing air and noise pollution while providing for future levels of use.

In recent years, the number of trains traveling through Yakima has increased and BNSF officials have repeatedly told us that the number of trains per day is to increase significantly in the near future. When trains are crossing Lincoln Avenue, the delays in first response emergency call-outs to the west of the tracks is estimated to be at least two minutes - the time it takes to re-route to the Walnut Avenue Underpass. Trains have caused significant traffic congestion and delays, especially when numerous at-grade crossings are blocked simultaneously. Transformation of the at-grade crossings would allow traffic to be free-flowing at the Lincoln Avenue and MLK Blvd. crossings during train passages. When traffic is blocked, there is an increase in the number of traffic accidents and in air and noise pollution. Yakima is currently a non-attainment area for air pollution control under the Clean Air Act. Transformation of the at-grade crossings would improve air quality by reducing CO emissions from idling vehicles. As the average delay to traffic per train crossing is estimated to be 6 minutes, this project would result in reduced traffic delays and traffic congestion, which would benefit industry (road and rail freight), social services and the public as a whole, including residents traveling to and from their places of employment.

We look forward to working with you on the completion of these very important projects. Should you have any questions, please do not hesitate to call me at (509) 576-6678 or the City's Chief Engineer, Brett Sheffield, P.E., at (509) 576-6797.

Sincerely,

A handwritten signature in dark ink, appearing to read "Douglas Mayo". The signature is fluid and cursive, with the first name "Douglas" being more prominent than the last name "Mayo".

Douglas Mayo, P.E.
City Engineer

cc: file

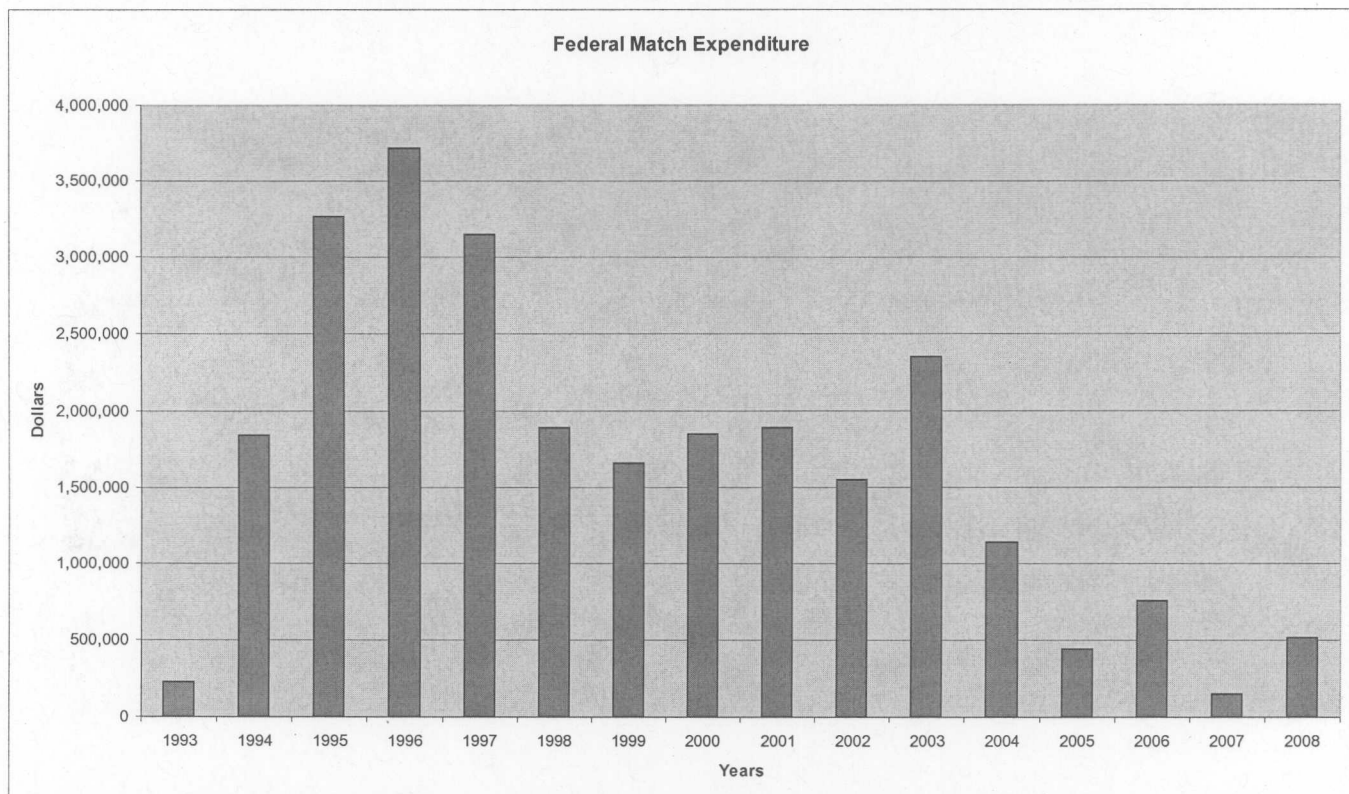


Federal Match Program

March 27, 2009

BACKGROUND

Since 1993, TIB has provided funding for the local match portion of federally funded small city projects. The funded projects total 471 in 185 agencies. These projects have expended \$26.4 million in TIB funds from the Urban Arterial Trust Account. At this time, there are outstanding commitments of \$707,948.



Although the TIB funds committed to these projects is relatively modest, TIB reimbursements to this program averages \$1.65 million per year which reduces the size of future funding calls and cash available to make project payments. Demand for funds has the potential to rise with reauthorization of the Federal Transportation Act.

Pros:

- A large number of agencies have become TIB customers through this program.
- Some small cities are unable to provide matching funds without assistance.
- TIB's individual project commitment is 10.0% to 13.5% of the total project cost.
- Demand for small city funds has dropped due to changes in allocation of federal funds.

Cons:

- TIB funds are not budgeted for federal match projects so each one requested increases TIB obligations.
- Projects do not compete in normal selection process and may not meet TIB criteria. It is considered “automatic” funding once federal funds have been obligated.
- If federal funding is increased, the match amount must increase proportionally. This increases the TIB commitment and creates an unanticipated and immediate demand for funds.
- Projects must meet all federal requirements increasing project cost and lengthening project schedule.
- TIB has no control over billings, schedules, or duration of the closeout process.

With a significant loss in revenue (\$1.4 million per month), TIB cannot continue to take on additional funding commitments especially when projects in our existing inventory are being eliminated.

STAFF RECOMMENDATION

Staff recommends that the Board suspend the small city federal match program. Small cities would be able to apply for match funding on eligible projects in a regular grant cycle. The Board may consider offering an increase in rating for match projects because of the significant leveraging of federal funds.



November 2009 Call for Projects
Preliminary Status
March 26, 2009

BACKGROUND

The Transportation Improvement Board's Financial Guidelines were developed to ensure TIB offers a sustainable level call for projects for its major funding programs. With the economic recession and the United States facing a possible depression, the economic outlook for the gas tax revenue is declining rapidly. The losses are projected to continue for the near and mid-terms.

STATUS

The economic outlook for gas tax revenue TIB receives has dramatically declined over the past three revenue forecasts with the latest roughly, 10% decline from 2005 projections. The projected amount of revenue to be received in conjunction with the current outstanding committed funds will not sustain a long term project call in both Urban Arterial Program and Urban Corridor Program until fiscal year 2012.

The following pages include the projected losses based on the current revenue forecast compared with previous revenue levels.

RECOMMENDATION

Staff recommends the Board approve no call for projects this fiscal year. Board action is required.



Proposed Bylaw Revisions

March 27, 2009

BACKGROUND

The last revisions to the bylaws were made in November 2004. Since that time, it has been discovered that some of the rules listed in the bylaws are outdated or do not reflect accurate practices. The following summarizes the proposed changes to the bylaws, all of which have been reviewed by the AAG, Elizabeth Lagerberg.

ARTICLE SUMMARY OF CHANGES

Article I – Purpose and Membership

Changed language to more accurately reflect the membership and purpose of the board.

Article II – Officers of the Board

Modified (a) through (d) to keep language clear and understandable; deleted (e) since this is stated in WAC 47.26.140.

Article III – Meeting Locations and Notices

Revised the language to reflect current practices.

Article IV – Business of the Board

Changed this section to include items that had to do with the “business of the board” i.e., voting practices, quorum, attendance, and minutes. Most of this language was taken from other sections in the bylaws (Article X and Article XI) and revised to read in a clear and understandable language.

Article V – Expenses of Board Members

Moved from Article IX and is the same language with only a few minor revisions.

Article VI – Board Committees

Moved from Article XII and revised to reflect current practice. The composition of the RJT committee is not needed since it is specified in WAC 479.210.350.

Article VII – Ethics and the Appearance of Fairness

This is a new section.

Article VIII – Change or Repeal of Bylaws

Board policies are now in WACs. These revisions reflect current practice.

Article IX – Certification of Document

No changes.

Transportation Improvement Board Bylaws

ARTICLE I

PURPOSE AND MEMBERSHIP DUTIES

~~The purpose and duties of the Transportation Improvement Board ("Board") is a twenty-one member board, organized under the provisions of RCW 47.26.121 are to to administer the urban arterial trust account, the transportation improvement account, and the small city pavement and sidewalk account.~~

Membership and appointments to Board shall be carried out as directed in RCW 47.26.121.

~~adopt rules necessary to implement the provisions of Chapters 47.66 and 47.26 relating to the allocation of funds and to adopt reasonably uniform design standards for city and county arterials, shall be conducted in accordance with the provisions of RCW 47.26, as now or hereafter amended, and shall perform the duties and functions as therein prescribed~~

ARTICLE II

OFFICERS OF THE BOARD

Section 1 Officers of the Transportation Improvement Board

- (a) The presiding officer of the Board, designated the "chairperson", shall be elected by a majority vote of the membership of the Board for a two-year term and shall be an elected official. The chairperson shall preside over all meetings of the Board and do all such other things that are appropriate for or delegated to such officer by the Board;
- (b) A vice chairperson, elected by a majority vote of the membership of the Board for a two-year term and an elected official, shall preside in the absence of the chairperson, as well as act for the chairperson and the Board under its direction;
- (c) At any one time, the chairperson and the vice chairperson shall not both be county members or city members, ~~and shall be an elected official~~;
- (d) In the absence of both the chairperson and vice chairperson, an acting vice chairperson, elected official shall be appointed by a majority of the voting members of the Board present at that meeting ~~shall and to~~ preside at that meeting of the Board as acting vice chairperson;
- (e) ~~The Board shall appoint an Executive Director who shall serve at the Board's pleasure.~~

ARTICLE III
MEETINGS LOCATIONS AND NOTICES

Section 1 **Time and Place of Meetings**

Regular public meetings of the Board shall be held at least once quarterly in accordance with RCW 47.26.150 and WAC 479-01-020, beginning on the fourth Friday of every month or the third Friday if that Friday is a holiday. Each such regular meeting shall be held at the offices of the Board in Olympia, Washington, and begin at the hour of 9:00 a.m., or at such other time and place as designated by the Board. By December, the Board shall adopt a calendar showing the time, date and location of board meetings for the following year.

A special meeting of the Board may be called by the chairperson or by a majority of the members of the Board in accordance with WAC 479-01-020, by delivering personally or by mail written notice to all other members of the Board at least twenty-four hours before the time of such meeting as specified in the notice. The notice calling a special meeting shall state the purpose for which the meeting is called and the date, hour, and place of such meeting and all provisions of Chapter 42.30 RCW shall apply.

Section 2 **Notice to Members of Meetings**

Notice of all regular meetings, shall be given by the Executive Director in writing sent by mail or e-mail to each Board member by posting in the U.S. mail a notice thereof addressed to the member at their business or residence address furnished to the Board. Such The notice shall be posted at least ten **(10) days** prior to the meeting. Members present at any meeting shall be deemed to have waived notice as of that meeting.

Prior to any regular meeting of the Board, subject material on agenda items shall be provided by the Executive Director and mailed to all Board members prior to the meeting.

Section 3 **General Notice of Meeting and Agenda Items**

A notice of regular public meetings of the Board shall be given by the Executive Director in writing to all persons who have made a timely request of the Board at least twenty (20) days prior to the meeting.

Section 4 **Business of the Board** **ARTICLE IV**

BUSINESS OF THE BOARD

Section 1 **Voting Practices**

(a) All business of the Board shall be transacted by motion and/or resolution which may be made by any member in attendance, including the Chairperson, and shall require a second. Voting on all motions and resolutions shall be by voice unless a special division is called for by a member, in which case the roll shall be called by the presiding officer and the vote of each member shall be recorded. Except as

otherwise provided, Robert's Rules of Order, latest edition, shall govern the meetings of the Board.

- (b) A Board members shall refrain from expressing official statements and shall abstain from voting on a dealing with projects before the Board directly related to within that Board member's their jurisdiction and shall abstain from making official comment about the project. It shall be required that Board members designate a A representative from thetheir jurisdiction, other than the Board member shall -to be the official spokesperson when presenting project information to the Board. The Chairperson may request atthe Board member may to answer questions from the Board with respect to a project testify on any issue before the Board directly dealing within that member's own jurisdiction.

Section 2 Quorum

ARTICLE IV QUORUM

The presence of a majority of the current Board membership shall constitute a quorum for the transaction of the business of the board.

It shall require a majority of those members in attendance to carry any motion and/or resolution unless otherwise set forth in these rules.

ARTICLE V

MINUTES

Section 3 Attendance

If a member of the Board is absent for three consecutive regularly scheduled Board meetings or is absent from more than fifty percent of the regularly scheduled meetings in any one calendar year, the following action will be taken:

- (a) The TIBBoard Chairperson shall call the member to determine if the member desires to continue to serve on the Board; and
- (b) If the member continues to be absent, the BoardTIB Chairperson shall send a written notice to the member, requiring notify the member by letter requesting that member's immediate resignation and shall send a copy to that member's appointing official and, if the member's position is subject to nomination, to the member's and/or nominating organization together with a request for a new member..

Section 4 Minutes

All actions and pertinent discussions of the Board shall be by motion and/or resolution recorded in writing a book or books kept for such purpose, maintained and kept at the office of the Board,. These minutes and shall be open to the public for inspection at all reasonable times.

ARTICLE V

EXPENSES OF BOARD MEMBERS

Members of the Board shall receive reimbursement for expenses and mileage to the extent of the maximum provided allowed by law for attendance and participation in the following activities related to performance of their official duties as a TIBBoard member:

- (a) All officially called regular and special meetings of the Board.
- (b) Necessary TIBBoard consultations with county, city, transit, ports, Department of Transportation, or Transportation Benefit District personnel.
- (c) Dedication ceremonies for TIB projects.
- (d) Meetings and hearings of committees of the State Legislature as they relate to the TIBBoard.
- (e) Any other BoardTIB activity requiring the attention, attendance or participation of the Board member.

Board members will be reimbursed for the maximum allowable travel expenses under the guidelines set forth by the Office of Financial Management in section 10 of the State Administrative and Accounting Manual for state employees.

ARTICLE VI

BOARD COMMITTEES

Section 1 Committee Appointments

The Board, by a motion or resolution adopted by a majority of its members, may designate and appoint one or more standing or temporary ad hoc committees that may exercise the authority of the Board as specifically delegated by the Board resolution motion.

The Chairperson of the Board may appoint ad hoc committees that act only in an limited advisory capacity to the Board.

The designation and appointment of committees and the delegation of authority shall not operate to relieve the Board or any individual Chairperson of any responsibility imposed upon him or her by law.

Section 2 Route Jurisdiction Transfer Committee

Upon receipt of a Route Jurisdiction Transfer request, the Chair may appoint a Route Jurisdiction Transfer Committee to review specific route transfer requests. The committee will be appointed in accordance with WAC 479-210-350.

ARTICLE VII

ETHICS AND THE APPEARANCE OF FAIRNESS

Members of the Board shall uphold a high standard of ethics. Members of the Board shall avoid conflicts of interest or even the appearance of conflicts of interest and are subject to the Ethics in Public Service Act codified in chapter 47.52 RCW. The following Activities that may be considered violations of state ethics statutes include but are not limited to:

- (a) Directing state contracts to a business in which one has a financial interest.
- (b) Using confidential information for private investments.
- (c) Accepting gifts or favors in exchange for certain regulatory rulings.
- (d) Accepting gifts or favors in exchange for making certain purchases.
- (e) Obtaining personal favors from employees.
- (f) Accepting favors for disclosure of confidential information.
- (g) Engaging in outside employment which assists non-governmental entities in their quests for state business.

ARTICLE VIII

CHANGE OR REPEAL OF INTERNAL RULES BY LAWS

Amendments, alterations, changes, additions to or repeal of these bylaws and board policies rules governing internal management of the Board, not affecting regular procedures available to the public, and not in conflict with state law, may will be made by motion resolution of the Board and will require approval by a majority of Board members to carry the motion. pursuant to other applicable sections of these rules.

ARTICLE VII

INSTRUMENTS

All instruments, including vouchers for payment from the TIB administered funds established in the Motor Vehicle Fund, shall be submitted to the Executive Director of the Board for approval and shall be signed by the Executive Director in the name of the Board; PROVIDED, vouchers for payment may be signed by the designated agent of the Executive Director if proper procedure has been followed and payment is due.

The Executive Director shall report to the Board at each regular meeting regarding all instruments, including vouchers for payment, approved during the period after the preceding regular meeting.

ARTICLE VIII IX

CERTIFICATION OF DOCUMENT

The Executive Director of the Board and that person so delegated the duty to have charge of the records of the Board shall have the authority to certify on behalf of the Board any and all documents, records or proceedings as may become necessary from time to time in the name and place of said Board.

ARTICLE IX

~~EXPENSES OF BOARD MEMBERS~~

~~Members of the Board shall receive reimbursement for expenses and mileage to the extent of the maximum provided by law for attendance and participation in the following activities related to performance of their official duties:~~

- ~~(a) All officially called regular and special meetings of the Board.~~
- ~~(b) Necessary consultations with county, city, transit, ports, Department of Transportation, or Transportation Benefit District personnel.~~
- ~~(c) Dedication ceremonies for transportation projects.~~
- ~~(d) Attendance at regional or area community and transportation conferences or meetings within the state.~~
- ~~(e) Meetings and hearings of committees of the State Legislature as they relate to transportation.~~

~~Such, reimbursement shall be considered to be approved automatically by the Board: PROVIDED that questions of the Executive Director concerning definitions of allowable expenses as set forth above shall be referred to the Board for consideration.~~

~~With respect to any other activity requiring the attention, attendance or participation of the members or any member of the Board in the performance of their official duties, said member may receive reimbursement for expenses and mileage to the extent of the maximum provided by law with the prior recommendation of the Executive Director and prior approval of the Chair.~~

~~Board members will be reimbursed for the maximum allowable travel expenses under the guidelines set forth by the Office of Financial Management in section 10 of the State Administrative and Accounting Manual and TIB's Travel Policy (POL 407-110) for state employees.~~

ARTICLE X

CONDUCT OF MEMBERS AT BOARD MEETINGS

~~Board members shall refrain from expressing official statements dealing with projects before the Board directly related to their jurisdiction. It shall be required that Board members designate a representative from their jurisdiction to be the official spokesperson when presenting information to the Board. The Chairperson may request a member to testify on any issue before the Board directly dealing with that member's own jurisdiction.~~

ARTICLE XI

BOARD MEETING ATTENDANCE

~~If a member of the Board is absent for three consecutive regularly scheduled Board meetings or is absent from more than fifty percent of the regularly scheduled meetings in any one calendar year, the following action will be taken:~~

- ~~(d) The TIB Chair shall call the member to determine if the member desires to continue to serve on the Board; and~~
- ~~(e) If the member continues to be absent, the TIB Chair shall notify the member by letter and send a copy to that member's appointing official and, if the member's position is subject to nomination, to the member's nominating organization.~~

ARTICLE XII

BOARD COMMITTEES

Section 1 — Committees of the Board

~~The Board, by resolution adopted by a majority of its members, may designate and appoint one or more standing or temporary committees that may exercise the authority of the Board. The Chair of the Board may appoint committees that act only in an advisory capacity to the Board. The designation and appointment of committees and the delegation thereto of authority shall not operate to relieve the Board or any individual Chair of any responsibility imposed upon it, him or her by law.~~

Section 2 — Executive Committee

~~The Executive Committee shall be composed of the Chair, Vice Chair, and two additional members appointed by the Chair. The Executive Committee shall have only those powers granted to it herein or by resolution of the Board for whatever purpose and period of time specified. The Executive Committee shall:~~

- ~~(a) Lead the development of the Board's strategic plan.~~

- (b) Propose, review, or recommend passage, modification, or other action relating to Board policies prior to submission of the proposed amendment to the full Board.
- (c) Prepare a recommended legislative agenda for consideration of the full Board prior to each legislative session.
- (d) Monitor the events of each legislative session and shall be empowered to adopt Board policy relating to legislation during the session.

Section 3 — Route Jurisdiction Transfer Committee

Upon receipt of a Route Jurisdiction Transfer request the Chair shall appoint a Route Jurisdiction Transfer Committee to review specific route transfer requests. No member of the Board who is an officer, agent, employee, or member of an entity with actual or potential jurisdiction over the subject route may participate on this committee.

Revisions

1. *Changes to Article XII adopted May 25, 2001*
2. *Changes to Article XII adopted July 26, 2002 – Elimination of the Increase, Sidewalk, and Legislative Committees*
3. *Changes to Article IX adopted November 26, 2004 – Added last paragraph treating Board members as state employees for travel reimbursement.*
4. *Changes to entire Bylaws to reflect accurate practices and to communicate in a more clear and concise manner.*

Transportation Improvement Board Bylaws

ARTICLE I

PURPOSE AND MEMBERSHIP

The Transportation Improvement Board ("Board") is a twenty-one member board, organized under the provisions of RCW 47.26.121 to administer the urban arterial trust account, the transportation improvement account, and the small city pavement and sidewalk account.

Membership and appointments to Board shall be carried out as directed in RCW 47.26.121.

ARTICLE II

OFFICERS OF THE BOARD

Section 1 Officers of the Transportation Improvement Board

- (a) The presiding officer of the Board, designated the "chairperson", shall be elected by a majority vote of the membership of the Board for a two-year term and shall be an elected official. The chairperson shall preside over all meetings of the Board and do all such other things that are appropriate for or delegated to such officer by the Board;
- (b) A vice chairperson, elected by a majority vote of the membership of the Board for a two-year term and an elected official, shall preside in the absence of the chairperson, as well as act for the chairperson and the Board under its direction;
- (c) At any one time, the chairperson and the vice chairperson shall not both be county members or city members;
- (d) In the absence of both the chairperson and vice chairperson, an elected official shall be appointed by a majority of the voting members of the Board present at that meeting to preside at that meeting of the Board as acting vice chairperson.

ARTICLE III

MEETING LOCATIONS AND NOTICES

Section 1 Time and Place of Meetings

Regular public meetings of the Board shall be held at least once quarterly in accordance with RCW 47.26.150 and WAC 479-01-020.

A special meeting of the Board may be called by the chairperson or by a majority of the members of the Board in accordance with WAC 479-01-020.

Section 2 **Notice to Members of Meetings**

Notice of all regular meetings shall be sent by mail or e-mail to each Board member. The notice shall be posted at least ten **(10) days** prior to the meeting. Members present at any meeting shall be deemed to have notice of that meeting.

Prior to any regular meeting of the Board, subject material on agenda items shall be mailed to all Board members.

Section 3 **General Notice of Meeting and Agenda Items**

A notice of regular public meetings of the Board shall be given by the Executive Director in writing to all persons who have made a timely request of the Board at least twenty (20) days prior to the meeting.

ARTICLE IV

BUSINESS OF THE BOARD

Section 1 **Voting Practices**

- (a) All business of the Board shall be transacted by motion and/or resolution which may be made by any member in attendance, including the Chairperson, and shall require a second. Voting on all motions and resolutions shall be by voice unless a special division is called for by a member, in which case the roll shall be called by the presiding officer and the vote of each member shall be recorded.
- (b) A Board member shall abstain from voting on a project within that Board member's jurisdiction and shall abstain from making official comment about the project. A representative from the jurisdiction, other than the Board member, shall be the official spokesperson when presenting project information to the Board. The Board member may answer questions from the Board with respect to a project within that member's own jurisdiction.

Section 2 **Quorum**

The presence of a majority of the current Board membership shall constitute a quorum for the transaction of the business of the board.

It shall require a majority of those members in attendance to carry any motion and/or resolution unless otherwise set forth in these rules.

Section 3 **Attendance**

If a member of the Board is absent for three consecutive regularly scheduled Board meetings or is absent from more than fifty percent of the regularly scheduled meetings in any one calendar year, the following action will be taken:

- (a) The Board Chairperson shall call the member to determine if the member desires to continue to serve on the Board; and
- (b) If the member continues to be absent, the Board Chairperson shall send a written notice to the member, requiring that member's immediate resignation and shall send a copy to that member's appointing official and/or nominating organization together with a request for a new member.

Section 4 Minutes

All actions and pertinent discussions of the Board shall be recorded in writing and kept at the office of the Board. These minutes shall be open to the public for inspection at all reasonable times.

ARTICLE V EXPENSES OF BOARD MEMBERS

Members of the Board shall receive reimbursement for expenses and mileage to the extent allowed by law for attendance and participation in the following activities related to performance of their official duties as a Board member:

- (a) All officially called regular and special meetings of the Board.
- (b) Necessary Board consultations with county, city, transit, port, Department of Transportation, or Transportation Benefit District personnel.
- (c) Dedication ceremonies for TIB projects.
- (d) Meetings and hearings of committees of the State Legislature as they relate to the Board.
- (e) Any other Board activity requiring the attention, attendance or participation of the Board member.

Board members will be reimbursed for the maximum allowable travel expenses under the guidelines set forth by the Office of Financial Management in section 10 of the State Administrative and Accounting Manual for state employees.

ARTICLE VI BOARD COMMITTEES

Section 1 **Ad Hoc Committee Appointments**

The Board, by a motion adopted by a majority of its members, may designate and appoint one or more standing or temporary ad hoc committees that may exercise the authority of the Board as specifically delegated by the Board in the motion.

The Chairperson of the Board may appoint ad hoc committees that act in a limited advisory capacity to the Board.

The designation and appointment of ad hoc committees and the delegation of authority shall not operate to relieve the Board or any individual Chairperson of any responsibility imposed upon him or her by law.

Section 2 **Route Jurisdiction Transfer Committee**

Upon receipt of a Route Jurisdiction Transfer request, the Chair may appoint a Route Jurisdiction Transfer Committee to review specific route transfer requests. The committee will be appointed in accordance with WAC 479-210-350.

ARTICLE VII

ETHICS AND THE APPEARANCE OF FAIRNESS

Members of the Board shall uphold a high standard of ethics. Members of the Board shall avoid conflicts of interest or even the *appearance* of conflicts of interest and are subject to the Ethics in Public Service Act codified in chapter 47.52 RCW. Activities that may be considered violations of ethics statutes include but are not limited to:

- (a) Directing state contracts to a business in which one has a financial interest.
- (b) Using confidential information for private investments.
- (c) Accepting gifts or favors in exchange for certain regulatory rulings.
- (d) Accepting gifts or favors in exchange for making certain purchases.
- (e) Obtaining personal favors from employees.
- (f) Accepting favors for disclosure of confidential information.
- (g) Engaging in outside employment which assists non-governmental entities in their quests for state business.

ARTICLE VIII

CHANGE OR REPEAL OF BYLAWS

Amendments, alterations, changes, additions to or repeal of these bylaws will be made by motion of the Board and will require approval by a majority of Board members to carry the motion.

ARTICLE IX

CERTIFICATION OF DOCUMENT

The Executive Director of the Board and that person so delegated the duty to have charge of the records of the Board shall have the authority to certify on behalf of the Board any and all documents, records or proceedings as may become necessary from time to time in the name and place of said Board.

Revisions

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